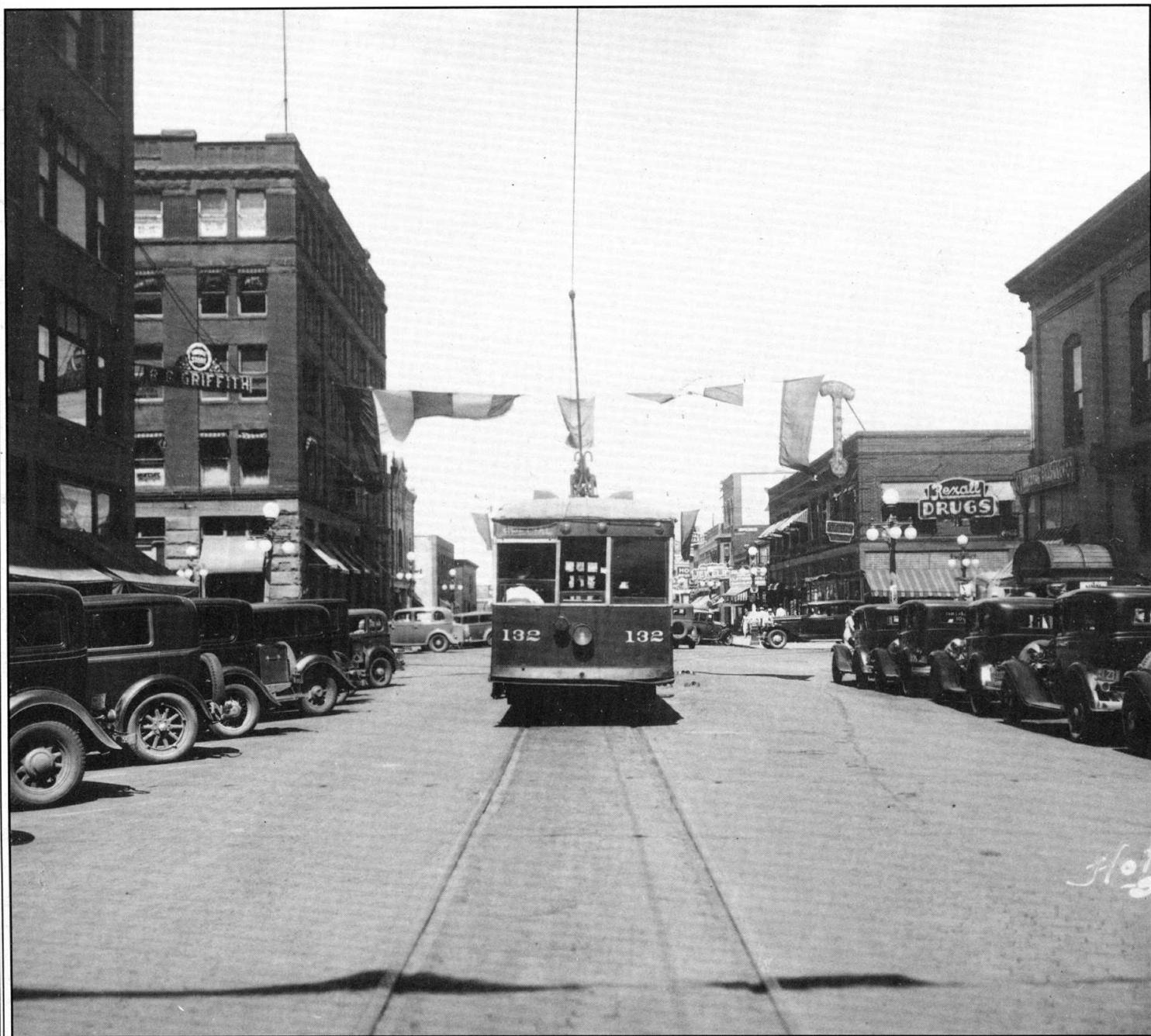


Minnesota Transportation Museum



Spring 1994







Official Publication of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Send dues to:

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Send to David Kettering, Membership Secretary,
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BOARD OF TRUSTEES

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THANK YOU FOR YOUR GENEROSITY

-To Marcia Diers and Hibbing Dental for their donations to the General Fund.

-To Art Pew and Marshall Partners for their donations to the Traction Fund.

-To Tony Becker and the Charles Eichhorn estate for their donations to the Railroad Fund.

-To Frank Sandberg and Con-tek Machine for donating new mounting brackets for the pilot of locomotive #328.

-To Molin Concrete Products Co. for donating wiring materials to hook up the Railroad Division's wire feed welder.

-The Steamboat Fund has recently received an unprecedented number of donations, more than can be listed in this space. For details, see the Steamboat Report on page 12.

CORRECTIONS & NEW INFO

Ray Norton has answered some questions raised in the last issue, along with some that weren't raised. He identified the mysterious little streamlined locomotive working near the New Brighton Arsenal during World War II. For more on this, see story on page 12. Ray also notes that the Minnesota Transfer 0-8-0 in the picture is left hand drive. The engineer sat on the left for better visibility while switching the curving Midway "A" yard.

The inside front cover showed the old Great Western freighthouse in Minneapolis. Ray points out that it was built in 1884 for the Wisconsin Central, hence the distinctive horned shield on the building face. Look close and you can see the WC name under the CGW lettering. Around the turn of the century, the building was sold to the CGW, along with the Boom Island yard and engine house. The reborn WC has revived the old logo.

The Soo passenger train pictured on page 29 is number 62, the Duluth train.

Front cover: Former Oshkosh, WI Birney #132 traverses Demers Avenue in downtown Grand Forks on July 1, 1934, the last day of streetcar service. Hoff Studios photo, Gaylor Photography collection.

Inside front cover: Draftees board a troop train at Fort Snelling headed for World War II. This long-gone spur track fed the Milwaukee Road's line through Minnehaha Park. The polo grounds and officers row buildings are visible at upper left. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

It trails one of the four "River" series solarium lounges that ran on the summer-only Mountaineer and did winter duty on the Duluth run.

Jim Kreuzberger wrote to identify the location of car #265 on page 28 as the Woodland loop. Cars went around it clockwise until 1928 when the line was double tracked. The photo was taken in March 1936.

NOTES

The Oral History team has completed its first interviews. Superintendent Mike Miller interviewed MTM's Bill Olsen plus, Phil Greenberg, the former owner of Olson's Clothing, who supplied uniforms to Twin City Lines. Aaron Isaacs interviewed longtime MTM member Bob Schumacher, who ran streetcars during the '40's and '50's. Aaron and John Diers interviewed Rev. Noah Smith, a dining car waiter on the Great Northern for 31 years, and Lonnie Leverett, a 99-year old former Pullman porter whose career began in 1927.

Ilo Howard has volunteered to transcribe the interviews. Excerpts will appear in future *MinneGazettes*.

The goal of the Oral History project is to capture the experiences of people who worked around steamboats, trains and trolleys, or who experienced them in some other way. Members are encouraged to become interviewers. MTM has purchased a high quality tape recorder, and it is available to any member who wishes to take part. Call Mike Miller at 927-6960.

The restoration of TCRT #1267 by the Seashore Trolley Museum left a deficit of \$24,000, which the museum borrowed from its other funds. A foundation will match any donations dollar for dollar. If you want to help, please send your donation to: Seashore Trolley Museum, 1267 Restoration Fund, P.O. Box A, Kennebunkport ME 04046-1690.

CHAIRMAN'S COLUMN

-John Diers

My introduction to MTM came in 1968. I saw a newspaper article on streetcar #1300. In it was a photograph of **George Isaacs** standing in front of the car, which was parked at the Minnesota Transfer roundhouse. That's where it began for me and many others. In fact, that's where the museum got its start.

26 years later we are a big, diverse organization with five sites, over 700 members and a multiplicity of projects. Still, no matter how much we've changed and grown, or how much we may change and grow in the future, our roots are in the Traction Division and the people like George who showed us how to do it right.

The Como-Harriet Streetcar Line is our "crown jewel". It is also one of the finest traction interpretations in the United States. Where else can you watch trams rolling to the nearby sound of a Sousa march. On the platform at Lake Harriet on a perfect summer evening, it can be 1910 or 1920 or 1940. Time is irrelevant if our streetcars and your imagination can take you to another era. This experience is what the museum is all about.

The Traction Division's accomplishments are a template for everything we do. They have always made a commitment to do it right. Doing it right means good planning, taking one project at a time and seeing it through to completion. Whether it was erecting the first car barn or painstakingly restoring #78, Traction found the money and the volunteers and finished the job. If you have visited other museums, you know that some lack this focus. They acquire something and start work, then move on to something else, leaving behind a half-finished project. The result, over time, is a collection of junk.

Doing it right is knowing your market. Most of our customers are not railfans or traction buffs. They are individuals, and usually families, looking for a pleasant way to spend an evening or a weekend afternoon. At Lake Harriet, riding the trolley is one of several attractions. The Traction Division learned this early on and has blended the trolley ride into the larger experience of visiting the lake.

Doing it right is community support. Where else has a community

adopted the streetcar as its neighborhood logo?

Como-Harriet is, I think, the standard against which we should judge our efforts—the quality of its restoration, its ability to attract volunteers, its financial stability and its acceptance in the community.

BOARD OF TRUSTEES

January 1994

-Appointed **Todd Rust** as Railroad General Superintendent.

-Appointed **Bob Torkelson** and **Todd Rust** as Honorary Trustees.

-Authorized **Aaron Isaacs** to draft a collections policy.

-Authorized the Railroad General Superintendent to decide whether or not to purchase a second ex-Lackawanna commuter coach from the Fremont & Elkhorn Valley RR.

-Approved MTM membership on the Small Museum Administrators Committee of the American Association of Museums.

February 1994

-Approved numerous minor bylaws changes, mostly relating to style and consistency.

-Reviewed the first draft of a museum collections policy.

March 1994

-Approved the operating agreement between MTM, OSV and OHS.

-Approved the Railroad Division organizational plan.

-Approved a Board retreat to discuss overall museum organization and decision making.

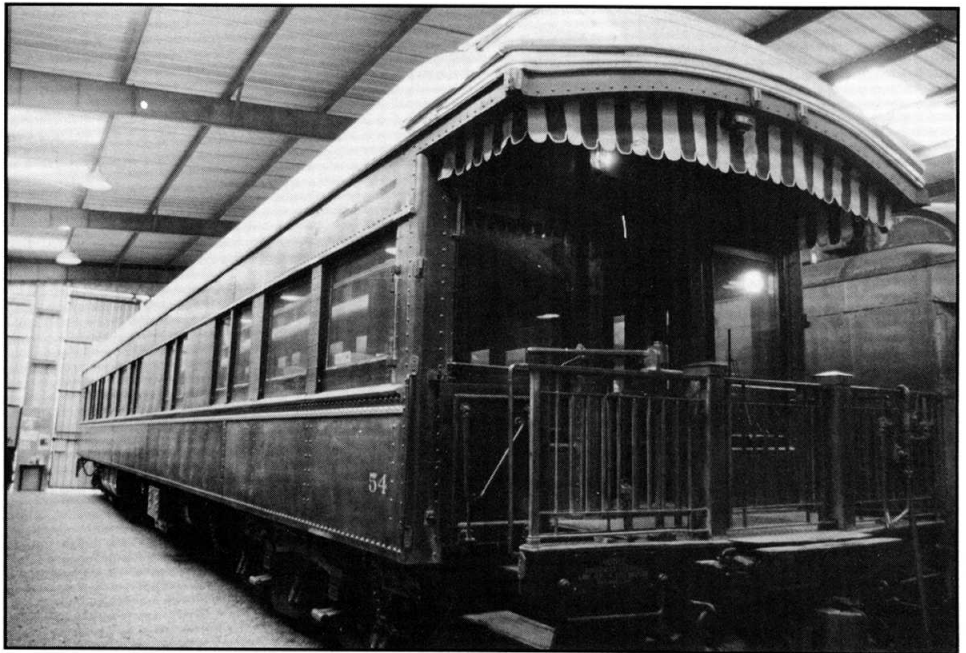
-Approved Steamboat Division bid to purchase four gas powered ex-Valley Fair trolley cars.

MTM TO HOST '95 ARM CONVENTION

-Louis Hoffman

The eyes of the railway museum movement will be upon us in the fall of 1995 when MTM hosts the 35th annual convention of the Association of Railway Museums. The dates are September 20-24th. **Marcia Diers** and I will co-chair the convention committee. To date, **Charles Barthold**, **Dick Fish**, **Jeanne Inselman**, **Al Jensen**, **De Smith Lindeen**, **Leo Meloche** and **Mike Miller** have assisted in the planning and other have volunteered future help. If you want to get involved, call Marcia or me.

The convention will be headquartered at the historic St. Paul Hotel, built in 1910. The St. Paul has guaranteed us a very reasonable room rate.



Our west coast spy has uncovered another Minnesota expatriate. Soo Line business car #54 was built in 1914 by Barney & Smith as buffet-baggage #1704, and rebuilt at Shoreham in 1927. It was purchased in 1962 by the Mt. Rubidoux Chapter of the Pacific Railroad Society, which became the Orange Empire Railway Museum. The car is completely intact, albeit incorrectly painted blue. **Benn Coifman** photo.

The convention's theme is "Doing more with less- We can do it all." The theme will be played out in two ways— first, tours of the MTM empire which will show how significant obstacles have been overcome, and second, as a common thread running through the convention's seminars.

The seminars will fall into three categories: running a railway, running a business and running a museum. The "Running a Railway" series will stress safe operating practices and the general nuts and bolts of railway operation. The "Running a Business" series will cover the broad topic of staying solvent through more visitors, good community relations and creative fundraising. The "Running a Museum" series will deal with how we meet our interpretive mission, exhibiting, restoration standards, publications and the like.

The convention tours have been designed for fun and to show off the best of MTM and the Twin Cities.

Wednesday, Sept. 20: Optional buffet dinner, followed by night streetcar operation at Lake Harriet, video and slide shows at the car barn and operation of Mack bus #630.

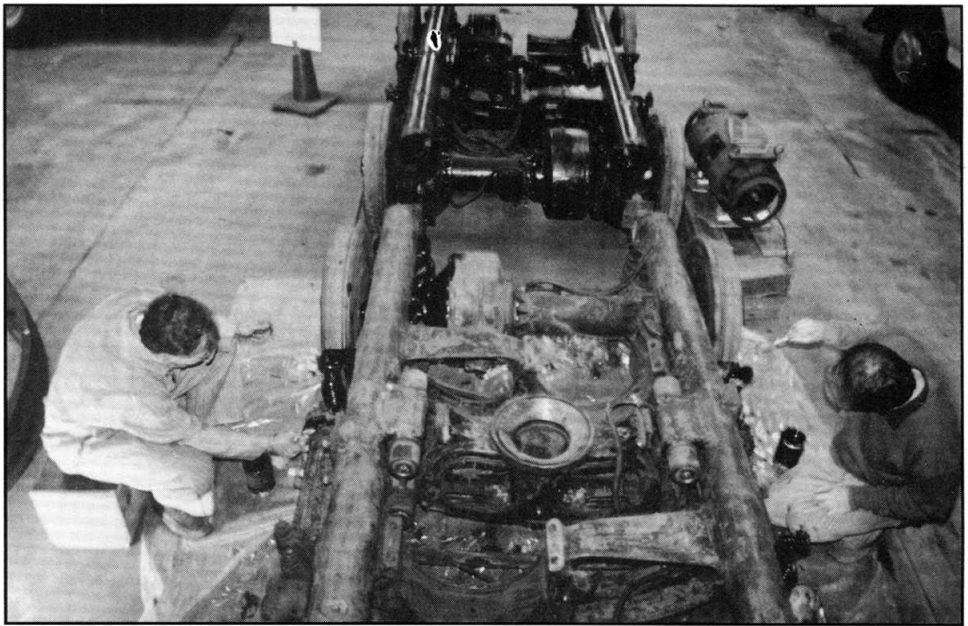
Thursday, Sept. 21: "Traction Heritage Day" at Lake Harriet and Excelsior. There will be bus and streetcar operations, a visit to the Excelsior display streetcar, and hopefully a boat trip on the Minnehaha. Dinner will be at Leeann Chin in the St. Paul Union Depot. **Nina Archabal**, Executive Director of the Minnesota Historical Society, has been invited to speak.

Friday Sept. 22: Three morning optional tours of the James J. Hill House, the Twin City Model Railroad Club at Bandana Square and the Jackson Street Roundhouse. By mid-morning, the groups will board the O&StCV train at Withrow for an excursion, hopefully with steam power. Box lunches will be provided.

Saturday Sept. 23: Seminars will be held at the Minnesota History Center. The convention banquet at the St. Paul Hotel will feature **Mark Smith**, Editor of Locomotive & Railway Preservation Magazine, as the speaker.

Sunday Sept. 24: The ARM annual meeting will be in the morning. The afternoon will be spent at Lake Harriet at the MTM annual picnic.

There are other events in the coming years. In Spring 1996, we may



Bill Graham (left) and John DeWitt paint PCC #322's rear truck in January 1994. The front truck at top has already been painted. John Prestholdt photo.

host the NRHS Board of Directors. In April 1997, we are slated to host the 5th annual joint TRAIN/ARM spring meeting. And in 1999, as many as 3000 delegates to the NMRA convention may descend on us.

If you can help with the ARM convention, we'd love to have you. Please get in touch with **Louis Hoffman** or **Marcia Diers**.

TRACTION REPORT

-Louis Hoffman

Safety & Training Dept.

The Traction Division is revamping its supervision of the 80+ qualified operators to ensure safe operations. Beginning this year, 20% of the returning operators will be reexamined. This is a step above the current procedure, which requires only a brief recertification run at the start of each season.

Reexamination will be a two-step process. The first step is to retake the written examination. This can be done at the same time as recertification or separately before recertification. To take the test, just show up at the car barn on Wednesday nights 6:30-8:30 or on the first or third Saturdays of the month from 9-11 AM. Testing will run through June 30th.

All 1993 operators will be reexamined by 1998. All new operators will be reexamined on their fifth anniversary of initial qualification.

At some point in the year, the operator will spend a regularly scheduled shift with either the Supt. of Safety or one of the newly appointed inspectors. They will go over the operator's adherence to the rule book, the sequence of operations and safe operating practices and skills.

To better fulfill their educational function, foremen will be expected to work at least five shifts per season, which works out to about once per month. This will ensure that foremen work often enough to maintain their skills so they can pass them along to their crews.

Finally, the Safety & Training Dept. hopes to begin a comprehensive revision of all rules, sequences of operation, policies and procedures, and combine them into a single three ring binder which can be supplemented as needed. Is there anyone with a technical writing background who'd like to tackle this? Call **Louis Hoffman** at 729-0442 if interested.

Operations Dept.

At least one crew caller is still needed for 1994. If you're interested in helping, please call **Al Jensen** at 421-2906 or **John Kennedy** at 645-6065. There are over 80 people to call in a two-week period four times a year. If you're a Como-Harriet volunteer, please be ready when the crew callers call—have your calendar out and some dates in mind. If you're

not home, please call back promptly. Don't make them try repeatedly to reach you. If you're hard to reach or are leaving town for a while, let the crew callers know or send a card with your available dates. Remember, the crew callers are volunteers— let's all make their jobs easier.

Streetcars will operate on the same schedule as last year. Daily service will begin May 27th and continue through September 5th. Weekend operations continue through October 30th. Special operations will be held on May 21-22 for the Linden Hills Neighborhood Fair on the regular weekend schedule, with two cars running until 4:30. On Saturday afternoon there will be an open house at the carbarn. The MTM display will be at the Linden Hills Community Center on Sunday. To volunteer for the booth or open house, call **Karl Jones** at 427-7891.

For bus fans, look for details of future operations in this space. They're planned for the Linden Hills Art Fair in late July and for fall color trips along Minnehaha Parkway to the Minnehaha Depot in early October.

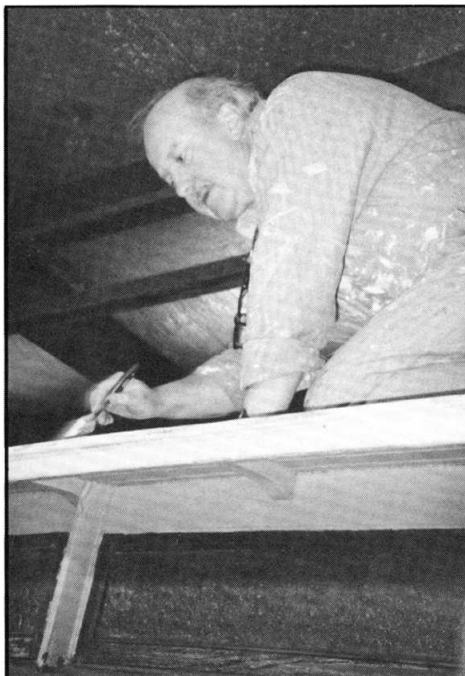
Mechanical Dept.

In addition to the work on PCC #322 at the MTC Overhaul Base, much is happening under the bridge at Linden Hills shop. There are two main projects: work on PCC parts under the direction of **George Isaacs**, and the reroofing of #1300. This year the upper portion of the roof is being replaced. The rest will be completed next year. This is a precursor to a complete rehabilitation of #1300 after #322 enters service. Working on the project are **Bill Graham**, **Roy Harvey**, **Karl Jones**, **John Prestholdt** and **Walt Strobel**.

More volunteers are needed. Work parties are held 6:30 to 9:00 PM every Wednesday, and 9 AM to noon on the first and third Saturdays of each month. No experience is needed. Please stop by to lend a hand. Call **Karl Jones** at 427-7891, **John Prestholdt** at 922-7413, **Walt Strobel** at 941-5007 or **George Isaacs** at 484-7512.

Engineering Dept.

Discussions continue with the Park Board over the site of the new



Mike Miller at work on #1300's roof.
Louis Hoffman photo.

carbarn. The preferred site is along the mainline near the archery range. It's out of view, minimizing its effect on the surrounding parkland.

The other site under active consideration is an extension of the current carbarn. The two problems with this site are that switching cars would be inconvenient without extensive and costly trackwork, and the construction would interfere with operations. We hope to report on the final site selection in the next issue.

Trackwork will be intensified in 1994. The usual Saturday morning track crews that work April-June will be supplemented by September to November crews, doubling our efforts. If you're interested in trackwork, please call **Walt Strobel** at 941-5007.

Passenger Service Dept.

A number of new souvenirs will be available at the Linden Hills Depot this year. The supply of the trusty "day" postcards is almost depleted. A new "day" card will debut early in the season. There will be a new five-card set, featuring the pen-and-ink artwork of member **Bob Lemm** (see the cover of the Summer 1992 Minnegazette). There will also be a brand new ceramic mug with the familiar "streetcar under the bridge" design.

The Traction Division welcomes **Michael Sciortino**, a new member and operator candidate, as General Passenger

Agent. He will oversee marketing, fundraising and souvenir sales.

1993 Engineering and Maintenance hours

The last Minnegazette listed the volunteer hours within the Operations Dept. This month, we highlight the time spent keeping up the fleet and the physical plant. In contrast to the nearly 100 persons who devoted more than 2000 hours to operations, the 1296 engineering and mechanical hours were contributed by only 26 people.

The leading volunteers were no surprise: Topping the list was **Roy Harvey** at 476.5 (an average of ten hours per week!), followed by **Karl Jones** at 212.75, **George Isaacs** at 155.75, **Ray Bowlan** at 127.5 and **Mike Buck** at 101.25. These five people contributed 83% of the hours. We need to spread the burden. Please come down and help at the next work session.

Traction Division Photo Contest

The Editor was recently heard to complain that there are no "different" photos of streetcars at Lake Harriet. After 23 years, with only three cars and one mile of track, it seems that every conceivable photo angle has been done- or maybe not. So the Minnegazette challenges all you photographers to show us something new. There will be a special category for "people" shots of passengers and crew members. The reward is to see your work published. Besides new photos, there will be a separate "Heritage" category, so go up to the attic and pull out your old CHSL shots.

Black and white is best, but color prints are also welcome. No slides, please. Send your best stuff to: Traction Photo Contest, MTM, P.O. Box 17420, Nokomis Station, Minneapolis MN 55417-0240. Don't forget to clearly mark them with your name and address.

Minnehaha Depot Open House in May

The annual Minnehaha Depot open house will be held on Monday May 23rd, 6:15 - 9:00 PM, rain or shine. As usual, there will be ample refreshments, as well as telegraphy demonstrations. In addition, this year will feature bus rides through the scenic Nokomis East neighborhood.

If you can't make it, the Depot will

be open Sundays and holidays from May 29th through September 5th, 12:30 to 4:30 PM. And if you have a Sunday afternoon free, please consider volunteering. Call Stationmaster **Corbin Kidder** at 227-5171.

Lost Twin Cities

The Como-Harriet Line and the steamboat Minnehaha play a major part in the KTCA Channel 2 production of Lost Twin Cities. Based on **Larry Millet's** recent book, the show explains long gone Twin Cities landmarks and features, using old photos and movies. The show's producers were excited about filming MTM's survivors from the past. The shows aired on March 8th and 13th.

PCC update

-George K. Isaacs

Hooray! After a year and a half of removing metal and rust from TCL #322, we have finally started adding new metal.

On Feb. 26th, **Howard Melco**, MTC bus body specialist, welded new sheet metal filling three gaping holes along the car's rub rail. He also welded new structural pieces to the underframe.

The four traction motors are back from the rebuilders (cost \$4400). The process of reassembling the drive trains and brake systems can now proceed.

The motor-generator set has been out for rebuilding. The probable cost is around \$1500, so remember the PCC Fund when you are in a giving mood.

The underframe has been rust-proofed and is being given a coat of black paint, along with the trucks.

Sheetmetal parts are being fabricated at a cost of \$550 to rebuild the front and rear stepwells.

Here are the steps necessary to complete the carbody and mechanical portion of the restoration.

1. Finish needle scaling, treating the metal with Extend and painting the underframe. Remove the rust from the electrical compartments.
2. Prepare the sheetmetal patches and the areas to receive them.
3. Weld the cross stringer located forward of the control compartment.
4. Mount brake assemblies to the traction motors.
5. Mount traction motors in the trucks.

6. Mount brake actuators and adjust the armatures.
7. Install interconnecting motor leads, connect actuator leads and track brake leads.
8. Install drive shafts and regrease "U" joints and splines. Remove and replace shocks if needed.
9. Reshape dasher, fiberglass the headlight recess, fabricate new underframe components and weld up the front end. Adjust anticlimber to fit. Weld up bolt holes and cuts in front anticlimber.
10. Form the front and rear anticlimber backing channels, drill to correspond to anticlimber, weld in spacers and weld into place.
11. Fabricate and install new door trim.
12. Fabricate straight and curved moveable track.
13. Prepare body for soda blasting below the roof line. Install plywood to shield the interior. Fill cracks and dents as needed.
14. Move body to the Overhaul Base paint booth using moveable track, prime body and apply finish paint below the roofline.

The work crews have been most faithful in putting in their agreed time and responding to future assignments. I wish to thank each and every one of them.

If you are a good metal worker, we can always use more hands. Call me at 484-7512.

RAILROAD DIVISION REPORT

Trackage rights agreement inked

MTM's first trackage rights agreement to run on the Wisconsin Central ran from September 1992 through the end of 1993. It was a probationary arrangement to let the WC take our measure.

During the latter part of 1993, **John Diers** had several conversations with WC President **Ed Burkhardt** about renewing the agreement. Burkhardt was pleased with the arrangement to date, with one exception. He requested that MTM increase its liability insurance from \$5 million to \$10 million. Otherwise, the agreement remains unchanged, including the 30-day termination clause. At this writing, it is in the final stages of approval. It will run for five years, expiring December 31, 1998.

New General Superintendent

There have been some changes in the management of the Railroad Division. **Todd Rust** has replaced **Nick Modders** as General Superintendent. Todd is assisted by a Division Advisory Board which includes:

Trainmaster **Morten Jorgensen**
Mechanical Manager **Dick Fish**
FRA Compliance & Logistics Manager **Nick Modders**
Safety & Training Manager **Ward Gilkerson**.

The division has adopted a written document entitled "The Railroad Division Rules of Organization", outlining how the division will operate. The tone is set by the first sentence which reads, "All work within the scope of the division shall be carried out in a manner that insures a safe, enjoyable, educational and creative environment."

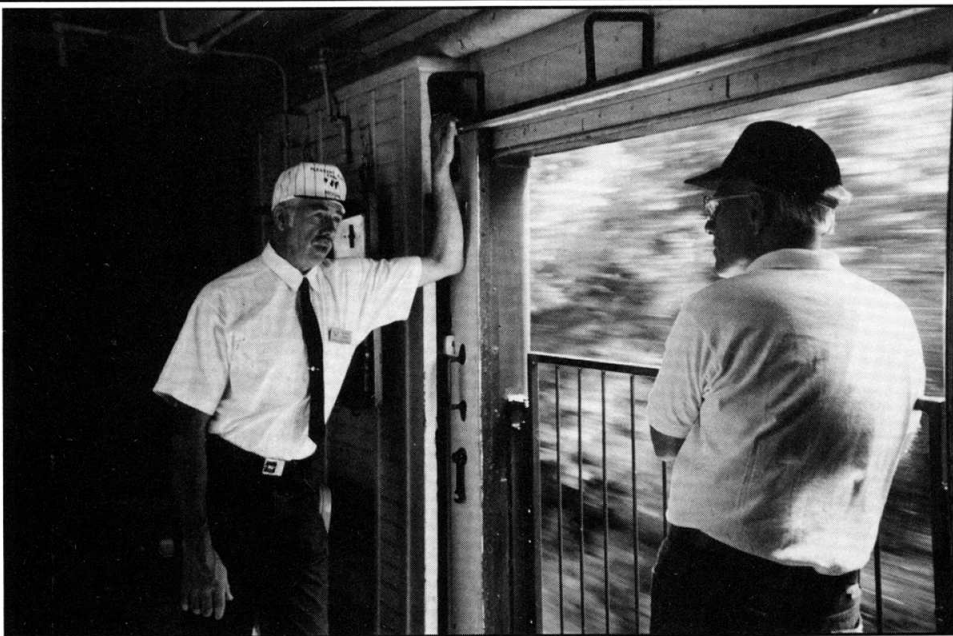
Railroad equipment update

-Richard Fish

The last Minnegazette reported a change in our weekly work night to Thursday. The new night started in January. Generally, volunteers begin showing up between 6 and 6:30 PM. Saturday work sessions remain as before.

Improvements have been made to some of the work areas at Jackson Street. **Art Pew** hired a contractor to repair the roof of the "garage" building that sits over the old turntable pit. This should make the storage of equipment and supplies easier. In the past one had to take care not to put anything valuable under a roof leak. In addition, two of the existing space heaters have been restored to operation. This makes it possible to heat the welding shop bay. Unfortunately we still haven't been able to heat the car storage barn. A special thanks to **Jim Buck** for supervising the heating project.

Even in the cold, work has been progressing on five pieces of equipment. Baggage car #265 has had the floor completely removed. This has exposed some rusted out frame support members for both the walls and floor. **Ed Lee** of Lee Industries has fabricated a Ziron material that will replace the rusted out supports. Ed has also made gates for the baggage doorways, so the car can operate with the doors open. **Paul**



Car Attendant Richard Berg with MTM's insurance agent Mike Deeble aboard #1102. Louis Hoffman photo.

Dalleska is heading up this project with a lot of help from **Dave Redding** and **Mike Alfeby**.

Trucks for Rock Island coach #2604 have been removed from #2529 at the arsenal and are being rebuilt at Jackson Street. Once they are installed on #2604, it should be in excellent condition. This car is a priority, because it is needed for the start of operations in May. **Morten Jorgensen** and **Dan Fortin** have been preparing the truck frames for painting. **Burt Foster** and **Mike Alfeby** have been sandblasting the brake rigging parts to get them ready for rebuilding.

Work is progressing on DL&W coach #3232 that was purchased last summer. The luggage racks have been removed for sandblasting and repainting. **Richard Kasseth** has been removing old wire to get the car ready for rewiring, making it compatible with the rest of our equipment. **Erik Brom** and **Fred Soop** have volunteered to help. **Bob Flood** has taken out most of the control cab equipment so the vestibule floor can be rebuilt. **Harold Ellingson** and **Ken Beck** have been stripping old paint from the ceiling prior to repainting.

Diesel locomotive #105 is receiving its annual inspection. **Larry Schulte**, **Paul Spyhalski** and **Mark Dullenger** have been the main diesel maintenance crew with help from **Noel Petit**, who is also getting MTM's radios in order. New journal pads have been installed and a prelube oil

pump will be before the operating season starts.

Work continues on diesel #102. It will get one new power assembly, completion of the brake rigging and installation of a rear facing horn.

Steamer locomotive #328 has gotten attention from **Ward Gilkerson**, **Keith Skeivik**, **Dave Redding**, **John Oliver**, **Mike Matson**, **Mike Alfeby** and **Mark Manthey**. Major projects include remounting the bent pilot, and sand-blasting and painting the inside of the tender tank. Special thanks to **Frank Sandberg** and **Contek Machine** for donating new mounting brackets for the pilot.

Wes Barris and **Art Nettis** are rebuilding spare coach windows to replace those on our streamline coaches. A special thanks to **Steve Collin** and **Mike Matson** for just being around and helping as needed. Considering the extremely unpleasant conditions this winter volunteer turnout has been good.

This summer we are planning to bring several pieces of equipment to Jackson Street to begin some long overdue restorations. In addition, plans are being made to spruce up some of the static pieces at Jackson Street to make the grounds more presentable.

OSV REPORT

-Marcia Diers

Getting ready for '94

Following a very successful 1993 season, preparations are underway for 1994. First, though, a bit of review about the railway and its relationship with MTM. The OSV is governed by a nine member Board of Directors who are representative of the Minnesota Transportation Museum (MTM), the Osceola Historical Society (OHS) and the communities along the St. Croix River Valley in Minnesota and Wisconsin.

The OSV markets "The Ride", the passenger operations of the Railway.



An Amery special passes under the highway at Wanderoos on September 17, 1993. Jerry Sondreal photo.

Marketing includes responsibility for charters & group reservations, advertising & promotion, ticket sales, special events, and passenger/customer service.

OSV's relationship with MTM and OHS during the 1994 Operating Season is defined in an annual agreement based on the 1994 Operations Plan. This agreement contains the responsibilities of the each of the parties and divides the revenues from passenger operations among them. The agreement must be reviewed and approved by the Boards of MTM, OHS & OSV.

Through the annual agreement, MTM provides passenger train operations to the OSV. MTM, also, holds the trackage rights agreement with the Wisconsin Central Ltd. for passenger train operation over the Dresser Subdivision from Withrow, MN to Amery, WI. The trackage rights agreement was renewed with the WC Ltd. in 1994 for a term of 5 years. The new agreement is the same as the old one, except that liability insurance has increased from \$5 to \$10 million.

The OHS owns the Osceola Depot and is restoring the depot building and site with funding from local donations and an ISTEAG grant. Construction work at the site begins this summer under **Steve Stocker's** direction. When completed in 1995, the Depot will be returned to its original 1916 appearance and function.

What will we accomplish this year?

During the OSV first full operating season in 1993, MTM's Railroad Division provided reliable equipment, trained and qualified train crews, on time service and seating capacity that resulted in 23,397 passengers taking a ride at an average fare of \$5.48 per passenger for a total revenue return of \$128,291. Based on last year's success, OSV's 1994 goal is 27,000 passengers at an average fare of \$6.71 for a projected revenue return of \$181,286. This revenue will be divided as follows:

80% MTM

15% OSV Mktg. & Admin.

5% OHS Depot Site/Project

The 1994 Marketing Objectives to meet this goal are:

Increase ridership by filling seats on existing trains.

We will do this, not by running additional trains, but, by filling seats



Running around the train at Dresser. Michael E. Miller photo.

on existing trains, thereby, improving the overall efficiency and operating ratio.

Increase revenue by raising and adjusting existing fares.

OSV fares were set at modest levels for the first full season, to encourage ridership and because no one was quite sure what the market would bear. Ridership was good most of the year, despite little advertising, and was spectacular during fall colors. In order to plan for 1994, **Aaron Isaacs** made a study of all the fares charged on tourist and museum railroads around the United States.

The study revealed that OSV fares are among the lowest anywhere for trips of comparable length. The Dresser round trip is ten miles and the old fare is \$5.00. Fifteen other railroads offer the exact same trip length with fares ranging from \$5.50 to \$8.95 and averaging \$7.20. The Marine round trip is twenty miles and the old fare is \$8.00, identical to five other railroads, but less than the \$10.50 charged by the Nicolet Badger Northern.

Children's fares are about the industry average, but OSV offers a much greater senior discount than any other railroad. For that matter, only 38% of the 129 railways surveyed, even offer a senior discount. Those that do typically give the seniors 15-20 % off, compared to 38% on the OSV.

Armed with this information, and the knowledge that during fall colors you can charge almost anything, a committee of OSV Board members and

MTM Railroad Division officials agreed to set the new fares.

1994 Season Fares:

Marine, Round Trip:

\$10 Adults, up from \$8

\$8 Seniors, 65+, up from \$5

\$6 Children 5-15 yr., up from \$5

Dresser, Round Trip:

\$7 Adults, up from \$5

\$5 Seniors, 65+, up from \$3

\$3 Children 5-15 yr., no change

One way tickets will be available at one half of the round trip ticket price plus \$1.00. There will be a \$2.00 surcharge for taking a bicycle on board the train. MTM members will ride, as is 1993, at no charge.

Increase group advance reservations and charters.

We will develop and promote 1-800-643-7412 as easy access to railway information and reservations. We will direct market to senior groups, schools, corporate and organizational clients and tour agencies. Of the projected 27,000 riders, 10,000 riders or 37% will be charter or group reservation passengers. This is projected to be split 8,000 group reservations and 2,000 from charters at an average price of \$10.00 per seat.

Promote steam powered trains between Osceola & Dresser. to increase ridership on the Dresser trips.

Ridership on the Dresser trips improved when the steam engine pulled the train.

Who do we want to reach ?

The target markets for "The Ride" include: weekend tourists from eastern Minnesota & western Wisconsin, parents & grandparents, local and summer residents, "leafers" (fall tourists), tour groups, senior groups, companies, corporations, business groups & associations, schools, railfans and all tourists.

How are we going to do it?

OSV Marketing will:

Produce printed promotional and informational materials for direct mail throughout the Midwest and distribution in the Twin Cities Metro Area and the St. Croix River Valley;

Manage and direct ticket and retail sales and establish the 1-800-643-7412 telemarketing system for information, reservations and charters;

Buy print advertising in the Polk County Visitor, Stillwater/St. Croix Valley Visitor, Passenger Steam Train Directory, and the Dalles Visitor;

Design, produce and secure space for roadside signage;

Design materials to take advantage of pro-bono and public service advertising;

Provide speakers and resources for community outreach and business liaisons to promote the OSV at meetings, seminars and special events;

Organize, train, schedule and support the Passenger Service Volunteers (coach, platform and parking attendants). This is a change from last year, when MTM was responsible for these positions. It should be noted, however, that all volunteers must be MTM members for insurance purposes.

Produce and mail "Crew News", the newsletter of the Railway Volunteers;

Compile and maintain mailing lists for direct mail internal and external communications.

When are we going to do it?

The dates of train operation this year fall between Thursday, May 26th and Sunday, October 30th. Forty-six weekend days and three holidays are available for scheduled train service. Charters and group reservations may be made for any of these days also.

Twenty-eight Tuesdays and Thursdays are available for charters and group reservations, but individual

tickets may be sold on these days to "drop-in passengers". Two trips may be scheduled on any of these days based on demand.

Throughout the season special train rides and charter trips are planned based on the availability of equipment and crew. Listed below are some of the special ride days:

Four Wheel Drive - Memorial Day Weekend

*4th of July Special - Osceola to Amery
Osceola's 150th Birthday Celebration
Osceola's Wheels & Wings, Sept. 10th
Amery's Fall Festival, Sept. 17th.*

Who's going to do it?

The 1993 operating season of the OSV was a learning experience for all of us. The most important lesson we learned was that it's the people who show up each day and contribute their time, talent and hard work that makes the Ride and the Railway a reality. Over 100 volunteer car attendants made it the experience memorable for the passengers last year.

Registrations for Passenger Service Volunteers as car attendants, ticket agents, and platform and parking assistants are being accepted for the 1994 Season. If you haven't signed up yet, get in touch with **Marcia Diers** in Minneapolis at (612) 929-5699 or **Grace Bjorklund** in Dresser at (715) 755-3305. Grace will be the Passenger Service Coordinator handling calling and scheduling of car attendants this year.



All the uprights are in place, and Bob Dumas and Cliff Brandhorst are fitting the first streetcar-type drop sash window. Leo Meloche photo.

A special notice for signing up for these positions was mailed to all MTM members in March and is included in this Minnegazette, in case you didn't get yours in yet. Training and orientation will be held both in the Twin Cities and Osceola in late April and May.

OSV Board of Directors

The OSV Board membership changed somewhat in December. **Art Pew** replaced **Nick Modders** as one of MTM's representatives. **Steve Stocker** replaced **Vickie Jensen** as one of the Osceola Historical Society's representatives.

STEAMBOAT REPORT

Much progress

Members are encouraged to visit the boat building on a Saturday morning; because the Minnehaha is really taking shape. The uprights that hold the windows in place and support the upper deck have all been installed, along with the front window. The cabin and upper deck framing is complete, along with much of the tongue and groove cabin ceiling/upper deck floor.

The uprights and windows are complex and tricky. Each is unique, having to conform to the curvature of the hull and cabin. Anyone familiar

with streetcar windows will recognize the design.

There are two major donations to report. It looks like the window frame construction and glass will be donated. There are many windows, all unique, so this is a tremendous help.

A 20 KVA Onan Diesel generator was delivered March 11th. It was purchased at cost from Flaherty Equipment. **Dave Onan** helped arrange the deal. On March 25th, a crane lifted the two fuel tanks and engine generator into the boat. The crane was furnished by **Scott Vickerman** of Western Steel in Long Lake. The drive shaft is in place, along with the refurbished Como prop.

Planning and design meetings

A series of planning meetings were held this winter. Non-MTM attendees included **Lt. Terrence Carter** of the U.S. Coast Guard, **Sgt. William Chandler** and **Dpty. Cliff Schmidt** of the Hennepin County Water Patrol, Excelsior Mayor **John Anderson** and City Manager **Carl Ziemann**, **Gerald Shurb** of Tow Marine Surveys, **Phil Kotoski** of Riverside Yacht Service, **Gerald Kiefer** of Marsh & McLennan Insurance and three representatives from the Minnesota Dept. of Labor & Industry Code Enforcement.

Numerous challenges (otherwise known as problems) were discussed, generally caused either by modern laws and regulations, or by new equipment that doesn't fit quite like the original.

For example, the new boiler was to have a feedwater tank on top. This would have pushed the upper deck stairway forward, squeezing out the passenger seats that should have flanked it up front. The decision was made to move the tank alongside the boiler, but that only solved half the problem. The stairway also fouls the smokestack. The original ran straight from the boiler through the roof, raked back at a slight angle. Faced with the unacceptable choice of moving the stairway forward, it was decided to make a pair of 30 degree bends in the stack between the boiler and the cabin ceiling. This may seem like an easy decision, but potential exhaust draft problems had to be studied first and cleared with the boiler manufacturer to not void the warrantee.



The crew takes a break after framing the forward half of the upper deck. **Pete Weir** and **Ewald Gustafson** are in the main cabin. Left to right on the upper deck are **Stan Straley**, **Gordon Peterson**, **Glen Eilers**, **Bob Dumas** and **Lori Hammond**. **Leo Meloche** photo.

Safety and modern equipment dictate the need for one or more pumps to empty the bilges, provide water to the feedwater heater and for washing and fire protection. There has been a lively debate over whether to make them steam or electric, and whether to have one or two big pumps or several smaller ones. Should there be additional backup pumps?

Other questions arose. What to do if the boat takes a lightning strike? AC or DC power for the lights? What material should the 15,000 pounds of ballast be and where should it go? Where to put the condensate tank? How should the automatic fire extinguishers be activated? Many of these issues are still unresolved.

The endless balancing act is between safety and convenience on the one hand, and historical accuracy on the other. Too much modification and enhancement will compromise the restoration and take the Minnehaha far from what it was. In the end, the steamboat board has committed itself

to historical authenticity wherever possible.

Some issues have been decided. The new boiler has a closed water system and uses very little, but requires a condenser to cool the used water before it reenters the boiler. A keel condenser will be built, basically a tube laid somewhere inside the hull perimeter below decks. The water will cool as it makes a circuit of the hull.

It was agreed that the ornamental round window tops would be built into the window frames like the originals, not painted on the window glass. Interior furnishings must wait for the various mechanical design issues to be resolved.

More media

The Minnehaha occupied the entire front page of Wayzata Weekly News on March 3rd. KARE 11 TV ran a two-minute feature on March 5th. **Leo Meloche**, **Bob Torkelson** and **Bob Dumas** made appearances. On March 8th & 13th KTCA Channel 2

THE DONORS LIST

The Steamboat project has recently received a tremendous influx of donations. Large donors are rewarded with honorary crew status, maiden voyage tickets and inaugural season passes. Some of the donors listed below have previously been recognized, but most have appeared since the last Minnegazette. Our thanks to them all.

Maiden Voyage Admirals (\$25,000+ given)

*James & Joann Jundt, Paul Webster,
David & Jane Onan*

Maiden Voyage Captains (\$1000+ given)

*Howard J. Alton, Jr., Nina Archabal,
Edward M. Arundel, Merton J. Bell
III, Robert G. Bolles, Marvin L. Boote,
Mickey Cell, John A. Ehlert, Jay F.
Eklund, Bill Ferrell, Robert W.
Fayfield, Gabriel Jabbour, IBM
Corporation, Mary A. Johnson, Mrs.
Goodrich Lowry, Jennifer L. Martin
Leo C. Meloche, Ray D. Nelson,
Robert J. Pond, Sandra Putnam, Lee
Sundet, Earl A. Sween, Emily Anne
Staples, Fritz & Jane Widmer, Robert
D. Woodburn, Mrs. Delma Woodburn*

Engineer (\$750+ given)

John E. Anderson

Purser (\$500+ given)

*Heckey Cell, Daniel W. Engelsma,
Kenneth & Judy Dayton, Kingsley
Murphy, Deloris M. Olson, George
S. Pillsbury, John Senior*

Lower deck seat plaque (\$500)

Mary Cook Ferrell

Upper deck bench plaque (\$500)

Marvin L. Boote, Shean Ferrell

Crew (\$200)

*Jamie Bonk, George D. Webster
memorial*

Corporate/Foundation Gifts (\$25,000+ given)

*3M Corporation, Webster Industries
Incorporated, Hennepin County,
Onan Family Foundation*

Corporate/Foundation Gifts (\$10,000+ given)

*David Rose Memorial, Minnesota
Historical Society, O'Connor
Engineering Company, Widmer Inc.*

Corporate/Foundation Gifts (\$5,000+ given)

*Neilson Foundation, Martin
Foundation, Lake Minnetonka
Conservation District*

Corporate/Foundation Gifts (\$1000+ given)

*Bell Pole Company, Norwest Bank-
Excelsior, IBM Corporation, Lennox
Corporation*

Excelsior Trolley Matching Pledges (\$39,000+ given)

Hennepin County, Fred Bruntjen

exceeded the cash on hand by \$12,000. A direct mail appeal raised \$20,000, but that won't go far. This would be a good time for members to contribute. If the money keeps up, maybe the ambitious goal of a late 1995 launch can be met.

THE MYSTERY ENGINE

Ray Norton identified the little unit pictured in the last Minnegazette. It appeared in his 1940 Carbuilder's Cyclopedia. The entry made reference to a 1939 issue of Railway Age, which the Minneapolis Public Library quickly produced from its catacombs. It contained a three page article on the little machine, designed and built by Coordinated Transportation, Inc. of Minneapolis.

Technically it was a small doodlebug. The demonstrator had a tiny passenger compartment and a baggage section. The company planned to produce various configurations from straight locomotives to all-coach and trailer versions. The unifying concept was to use inexpensive, off the shelf automotive technology to build cheap motive power for marginal branch lines. This wasn't a new idea, given the ICC's reluctance to permit abandonments, but this attempt featured some pretty sophisticated technology compared to earlier efforts.

The demonstrator was powered by a 177 hp GM gas truck engine with a mechanical five-speed transmission.

ran its long awaited Lost Twin Cities show, featuring both the Minnehaha and the Como-Harriet Line, plus vintage photos and streetcar footage. Leo appeared on the March 25th edition of KTCA's Almanac.

City Council ok's dock

The Excelsior city council has approved the construction of a new municipal dock at the foot of Water Street to provide more space for the numerous excursion boats that sail the lake, and to guarantee space for the Minnehaha.

Send money

It is a constant challenge to raise enough money to keep the project moving. There was a short period around the new year when the bills



The mystery engine, from the 1940 Carbuilder Cyclopedia, Ray Norton collection.

Although built with an obvious front end, the unit was bi-directional. All five gears were available in both directions, along with a rear-facing air scoop to prevent overheating when backing.

Although the engine sat over the front truck, only the rear wheels were powered, through a driveshaft. The shaft drove the rear truck's front axle, which was connected to the rear axle with side rods.

The wheels were five-piece constructions. A steel tire was mounted on a rubber ring that insulated it from the grooved steel wheel. The wheel assembly was held in place by a steel cover. The cushioned wheel was supposed to provide greater adhesion. Copper strips bridged the rubber gap to trip track circuits and signals.

Rubber pads and steel plates substituted for the normal draft gear. There was no conventional under-frame or center sill. While equipped with conventional air brakes for the train line, the unit stopped itself with automotive-style brakes.

The demonstrator tested for a week on an unnamed 22 mile branch line, where it averaged 2.8 miles per gallon. By comparison, a city bus gets about 3.5 mpg. The maximum load it pulled was 145 tons, two tank cars and an l.c.l. car. It dragged this consist up a one percent grade at eight miles per hour in third gear, reportedly without wheel slip.

So far we don't know how long it lasted, or if it was ever duplicated. Rubber rationing, the complex wheel assembly and the heavy traffic of wartime may all have doomed it.

THE HILL COUNTRY FLYER

-Terry Warner

For those of you with winter cabin fever who long for the pastoral train rides at Osceola, there's a similar alternative deep in the heart of Texas. Last November I had the pleasure of riding the Hill Country Flyer of the Austin & Texas Central RR.

The Austin Steam Railroad Assn. has restored Texas & New Orleans 2-8-2 #786. Built in 1916 by Alco, it had been a static park display since 1956. The restoration was accomplished in two years. A train of open window Pennsylvania RR P70 coaches and a



SP 2-8-2 backs down to the train at Cedar Park. Terry Warner photo.

selection of lightweights has been assembled. Operations are based at Cedar Park, about ten miles north of Austin.

The 33-mile one way trip travels through the rolling "hill country", with frequent cuts and fills and plenty of curves. The crew is very cooperative about opening the dutch doors to passengers. I spent a lot of time there listening to the engine work, and watching the longhorns and cactus go by.

The destination is the picturesque town of Burnet. It has a typical courthouse square, along with antique shops in which to browse while the train lays over. There is a daily wild west shoot-out put on by costumed volunteers, along with several restaurants offering authentic Texas barbecue and other down home cooking.

I had the opportunity to talk with Austin Steam Train Assn. President **Arthur Boone**. He filled me in on details of the restored train and their future plans for displays and a permanent depot at Cedar Park.

The fare to ride the open window P70's is \$24.00 round trip, \$32.00 for an air conditioned lightweight or \$40 for the air conditioned parlor cars, which includes complementary snacks and beverages. I preferred the open windows, but with Texas summer often exceeding 100 degrees, the attraction of air was obvious. Children ride for \$10.00. Senior fares are discounted 10 percent.

The train makes one round trip on Saturdays and Sundays only, leaving at 10 AM and returning by 4:30 PM, so plan a day for a trip. The operating



Rolling through typical hill country west of Austin. Terry Warner photo.

season runs from February through Thanksgiving weekend. There are also December "Christmas Lights" specials that depart Cedar Park at 2:30 and return at 9:30 PM. Even with the long operating season, reservations are encouraged.

The trackage is a former Southern Pacific branch that began as the Austin & Northwestern in 1882. Passenger service lasted until the 1930's. The line, now a shortline common carrier owned by the City of Austin and its transit authority, has always hauled quarried stone as its predominant commodity. The tracks are well maintained. Most of the freight runs during the week.

NEITHER RAIN, NOR SNOW, NOR GLOOM OF NIGHT...

-James Weist

Way back in the late '50's, I was working as a railway mail clerk with the Railway Mail Service out of St. Paul. One morning during February, I went to work on the St. Paul & Aberdeen RPO.

While our train, Milwaukee Road #17 to Aberdeen, did not leave the St. Paul depot until 7:20 AM, our mail crew reported several hours earlier, in order to work up the mail that had accumulated during the night.

It was snowing lightly early in the morning, but the weatherman was forecasting heavy snow for the entire day.

Around 7:20 AM our RPO car, plus several other cars, left for Minneapolis, where they would join the main section of Train 17, due to leave there at 8:00.

Our car had four clerks, One of them, **Fred Werner**, and I would share station duty, which included mail catches and dispatches.

At the Minneapolis depot as we were being loaded up with working and storage mail, the snow was getting heavier and heavier. The depot mail loaders kept telling us that much more was predicted. And they were right.

Two large diesels backed down and coupled onto us. As we were about finished loading, the engineer came back and informed us he would whistle extra loud and long when

approaching a station, and when nearing a mail catch, he would cut loose a blast on the engine's rear klaxon horn to let us know where the mail crane was.

Our crew was grateful for the offer. By now the snow was so heavy that visibility was almost zero. Between Minneapolis and Aberdeen were 31 catches and dispatches to make.

We left on time, with 45-50 minutes until our first mail exchange at Chanhassen. About 8:45 the whistle blew for the Chanhassen one mile marker. Seconds later, the rear horn blasted away and Fred, who already had the car door open, raised up the catcher arm and WHAM, the mail pouch was caught, and at the same time he threw out the Chanhassen pouch.

The same procedure was repeated at all the stations to Glencoe, where we made a scheduled stop, and so on to Olivia and Montevideo. The whole time Fred and I could not see ten feet from our car. I might add that at one of the non-stop towns — Danube, Hector or Buffalo Lake — the post office messenger had a hound dog to help retrieve the pouch thrown from the train. At other stations the messenger had to chase down the pouch himself.

At Montevideo, the division point, the engineer stopped by with a big grin on his face. He felt good because he brought the train in on time, while making sure we made all our catches. He also told us he had passed the word on to the next engineer and that we could rely on him.

Out of Montevideo, the next station was Watson. The catch was north of town in wide open country, along a stretch of the Minnesota River bottoms known as the Watson Sag. But as before, the engineer blasted away with both warning whistles and we were making the exchanges with no trouble at all.

As we passed Appleton, the snow seemed to taper off and our visibility improved. We rounded the south end of Big Stone Lake through Ortonville and crossed into South Dakota at Big Stone City. Our engineer kept whistling and running at full speed. After stops at Webster and Bristol, we ran down with two last catches at Groton and Bath. We arrived at Aberdeen on time and turned over our mail car to the next crew, the Aberdeen & Miles City RPO, unloaded the Aberdeen mail and left. Another very busy trip was complete.

THE RATEMAKER'S LAMENT

Michael E. Miller found this item at a local antique show. It appears to date from the '40's or '50's.

To the Editor:

One of your research men called at our railroad office today asking about freight tariffs.

In making railroad rates certain rules are followed to provide a similar rate for similar kinds of traffic, regard being had to distance, competition by rail and water, density of traffic and population, cost of railroad maintenance and operations, the signs of the zodiac, mileage, industrial centers, the course of the Mississippi River, new and old territory, the Einstein theory, the Shreveport decision of the Dred Scott case, the 17,000 Par 7 orders— due consideration being given to the rates to and from western terminals and the Buffalo rates made with relation to the New York-Chicago adjustment and remembering the rates from Omaha and Kansas City were originally made on the basis of establishing proportionals in excess of Illinois specifics from the Mississippi River on a basis of differentials higher than the Chicago rates.

The first step in the study of freight rates is the first step toward the lunatic asylum. If the shipper knows what he has to ship and knows where it is coming from and where he wants it to stop, he takes it up with the railroad rate expert of the local freight bureau. The rate expert then throws dice to determine the page number of the tariff in which the requested rate is not carried, multiplies the first item number therein by the number of pounds of rice used annually in China, and tells the shipper to call again in half an hour.

At the end of that time the rate is changed and he has to start all over again. He follows the same procedure, but this time he finds that the dice are loaded which naturally refers him to the exceptions published in the Esquimaux trans-Siberian short line tariff QXZ 54,321. By this time the rate expert, who is a union man, calls it a day and the shipper calls a truck.

— *A Railroad Rate Clerk,
Minneapolis*

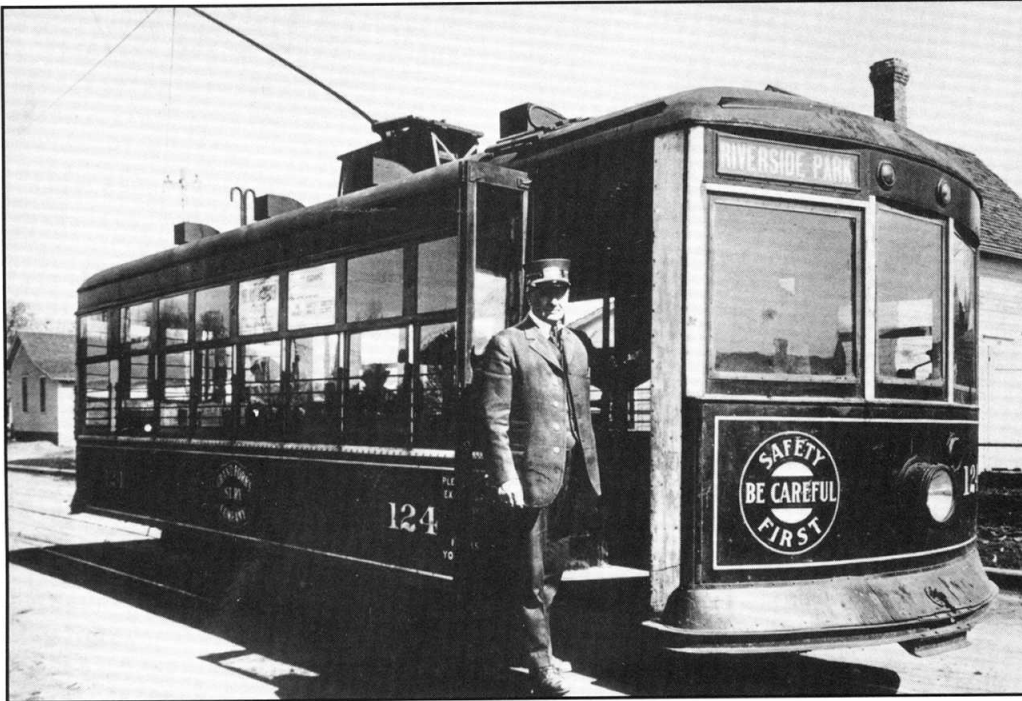
OSCEOLA 1950

Ray Norton's collection yielded these snap shots of the south bound Duluth - Minneapolis train sliding into Osceola. Note that even at this date the depot canopies were missing and the concrete platform had received the thin asphalt overlay that remains in place today.



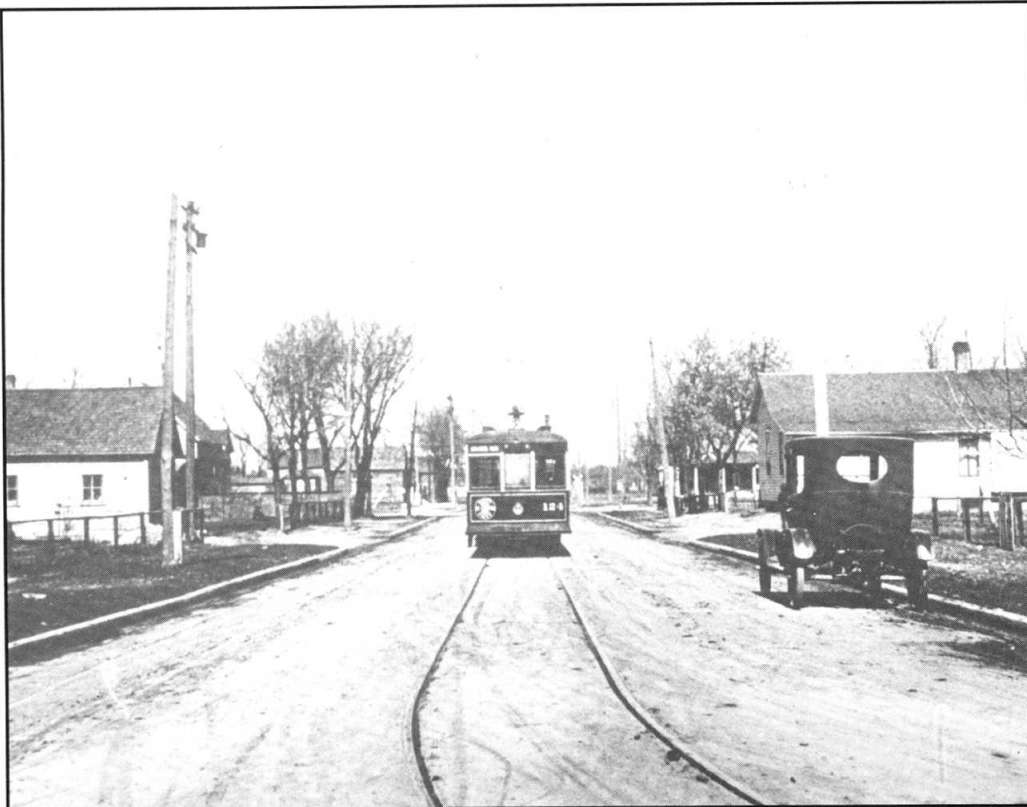
GRAND FORKS

Russ Olson's book, *The Electric Railways of Minnesota*, contained chapters on all the state's small city systems. Since then the Editor will reproduce the ERM map, along with the new photos. Apologies for the photo quality, which sometimes isn't very good. All photos are



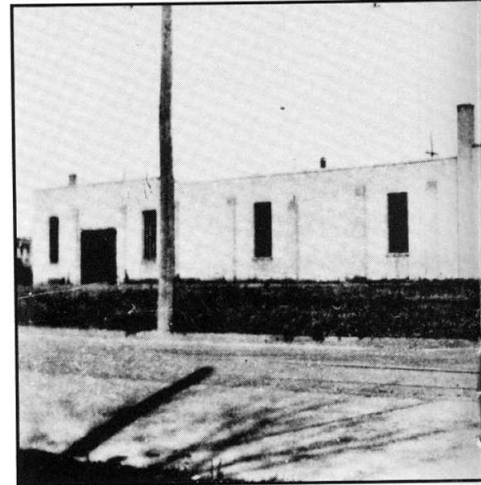
Car #124 on the Riverside Park line about 1921. The motorman is George Glass.

Car #124 on the Riverside Park line, turning onto North First Street about 1921.



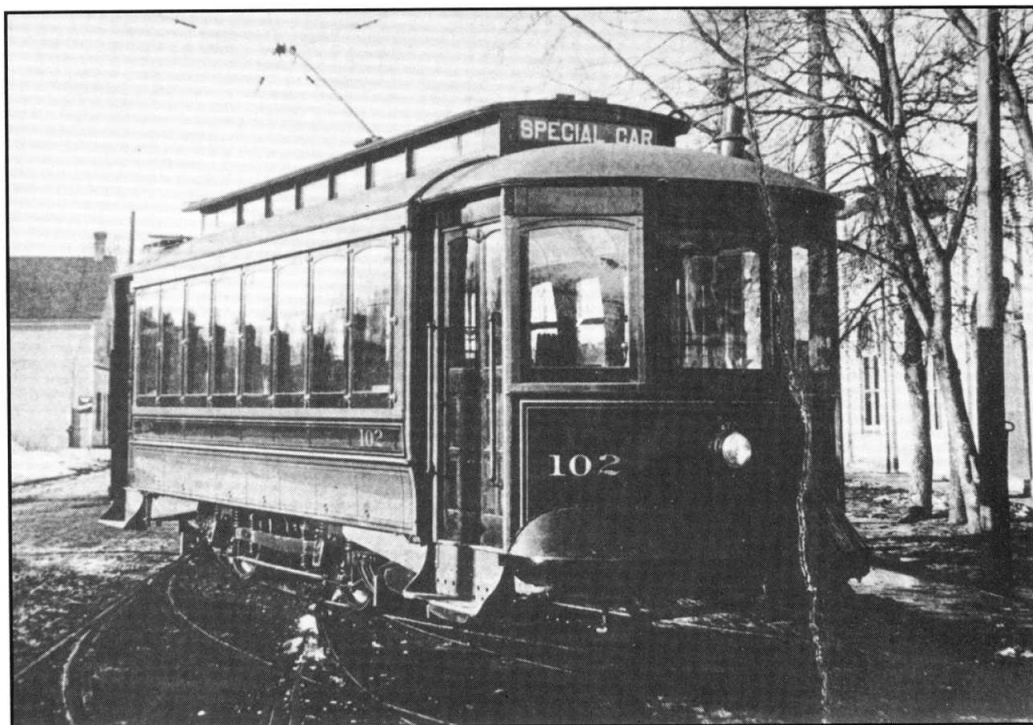
Private right of way on University Ave.

The carbarn, shown in the early 1930's.

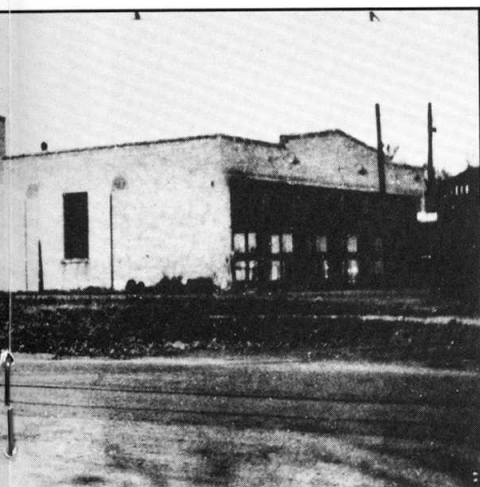


S STREETCARS

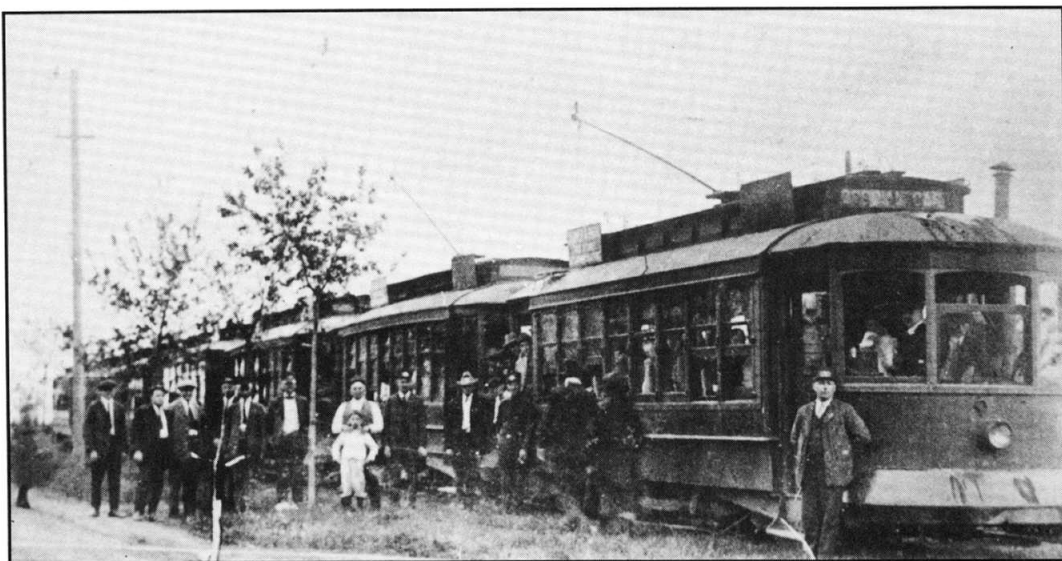
has visited some of these places and found previously unpublished photos. Rather than duplicate the ERM text, this and future articles are from the North Dakota State University collection.



Car #102, probably at the carbarn.

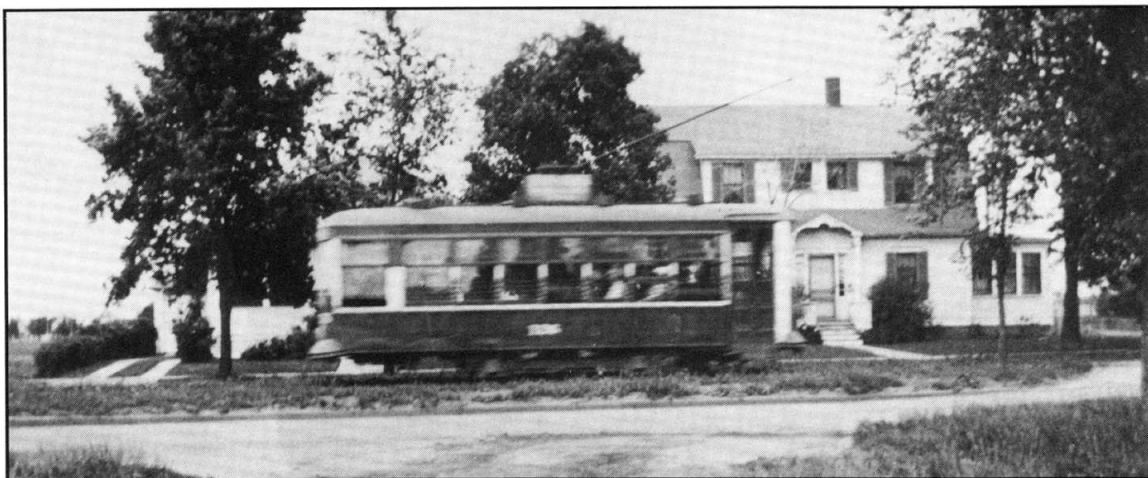


A lineup of cars waiting to transport the crowd from a football game at the University of North Dakota, about 1915.

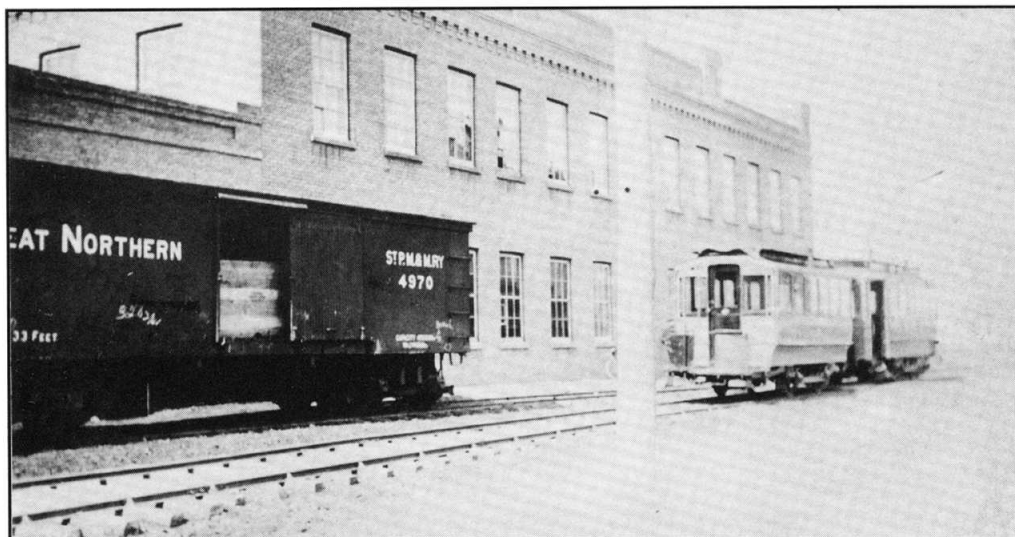




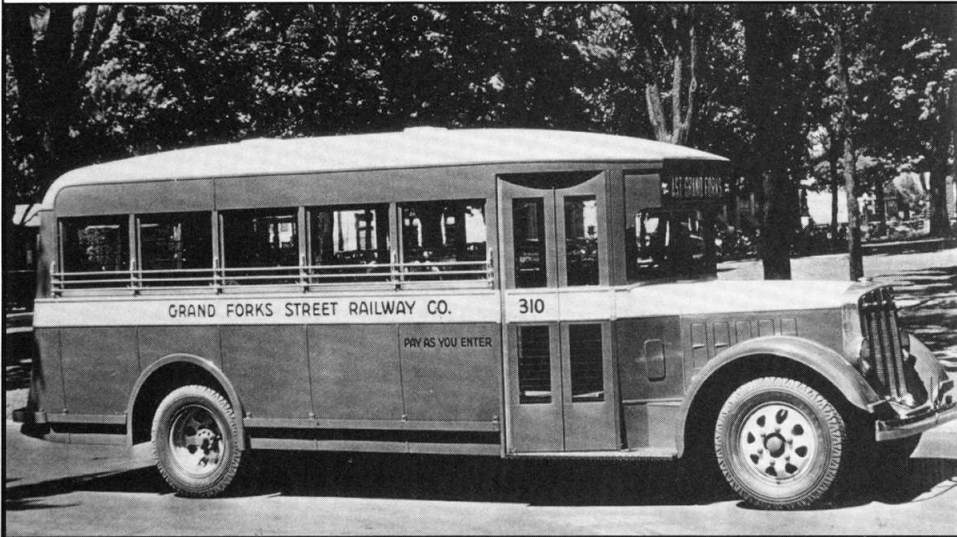
Equipment poses at the carbarn. Left to right are a streetcar, a snowplow and sweeper #A2. At right appears to be a tower car for maintaining the overheat wire, similar to the one in use at Lake Harriet.



A Birney on the University line.

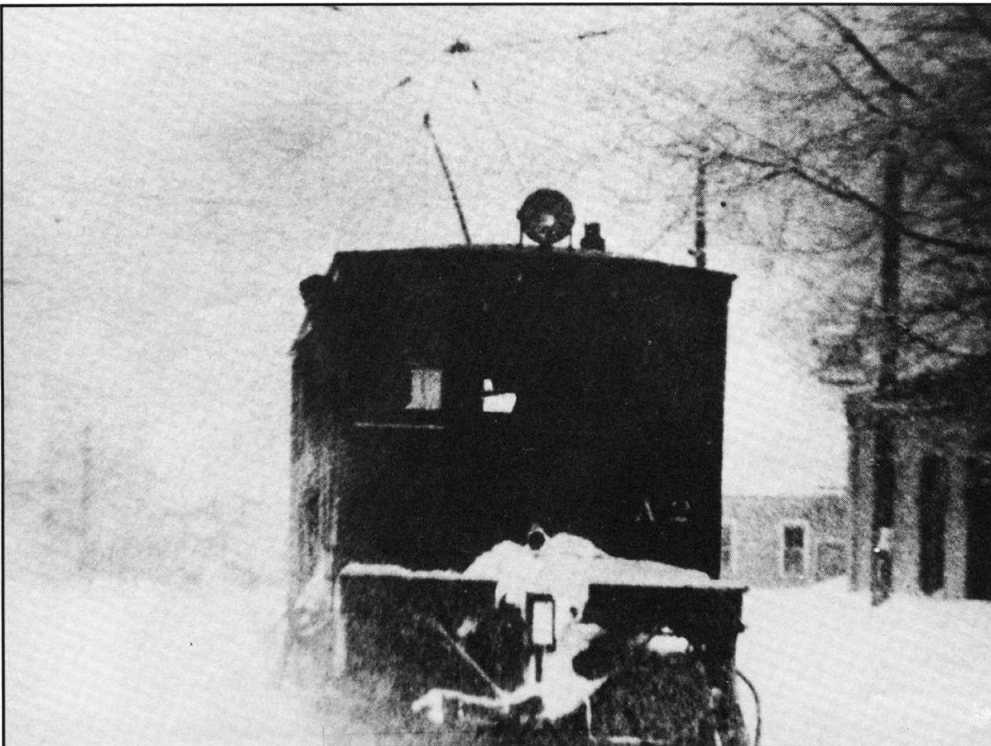
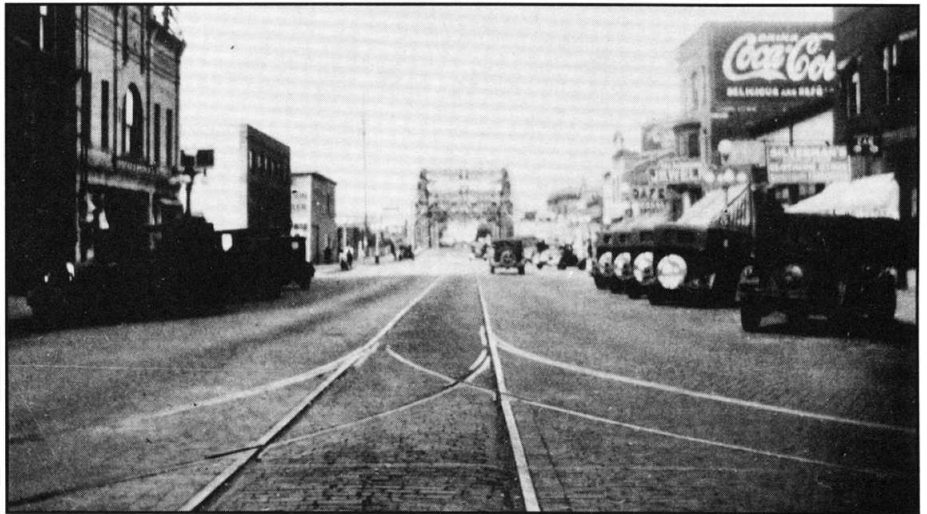


The first electric streetcar poses with a trailer, probably a former horsecar, in 1904. Note the boxcar marked for the St. Paul Minneapolis & Manitoba Ry.



One of the buses that replaced the streetcars in 1934.

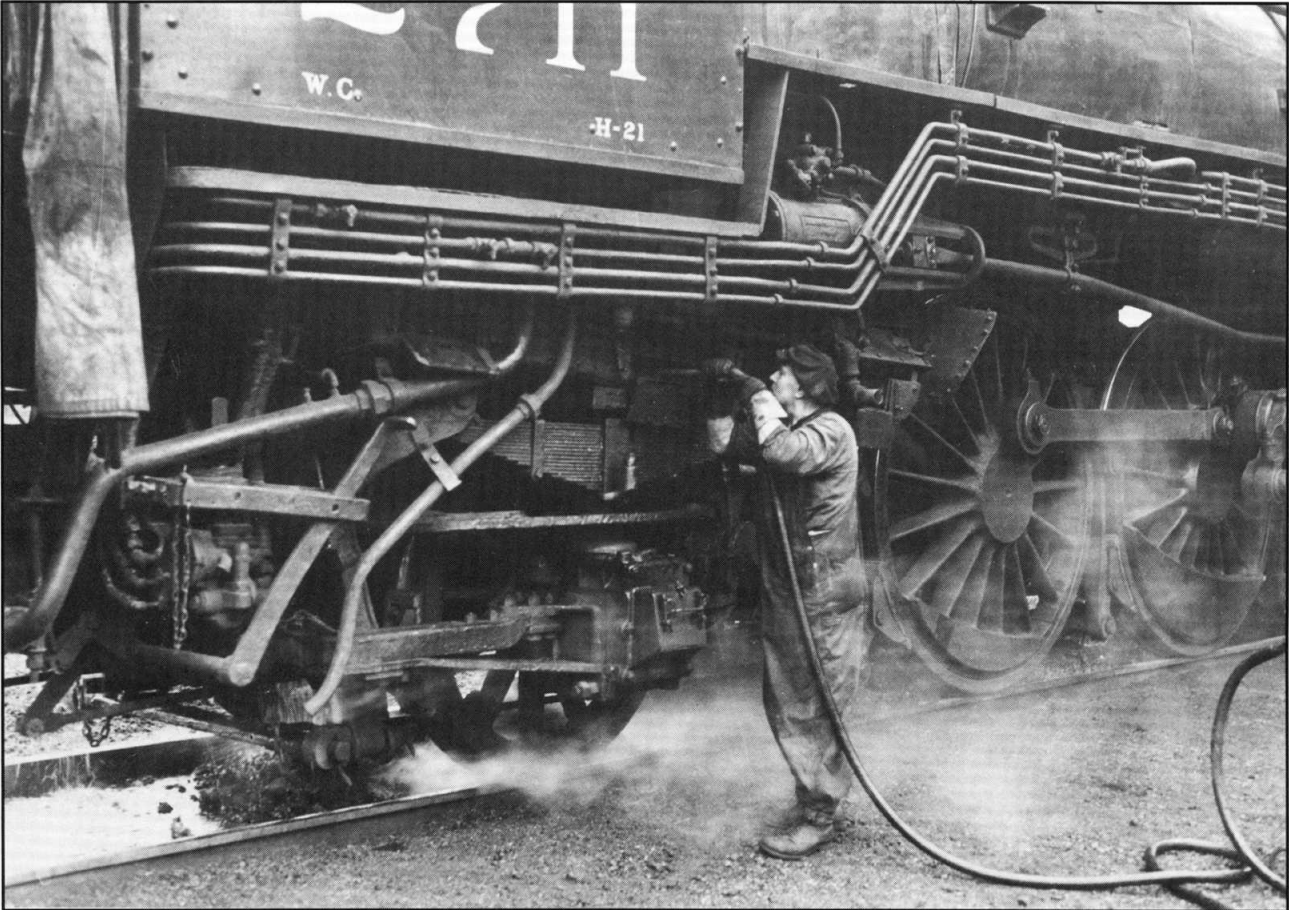
Looking east on Demers Avenue at 3rd Street, towards East Grand Forks and the Interstate bridge over the Red River. Note that the track arrangement differs from the map on page 20.



Sweeper #A2 at work during 1925.

BEFORE AND AFTER THE 1946 STRIKE

Railroaders went on strike in 1946, in the aftermath of World War II. The St. Paul Dispatch & Pioneer Press captured these classic views of railroading and railroaders before and after the strike, mostly around the St. Paul Union Depot. Minnesota Historical Society collection.

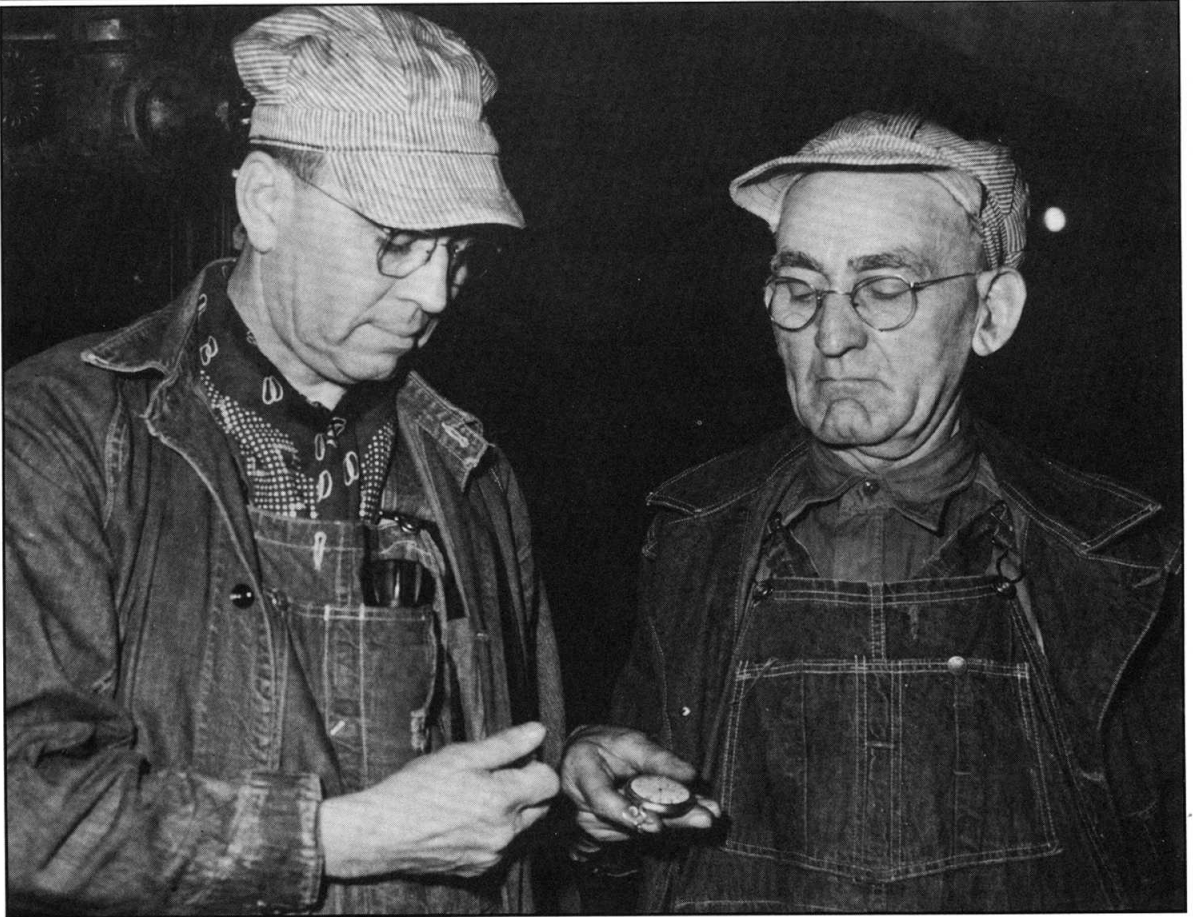


Banking the fire on a Soo Line Pacific just before the strike.

This Rock Island streamliner, one of the last to complete its run as the strike began, at the almost deserted depot.



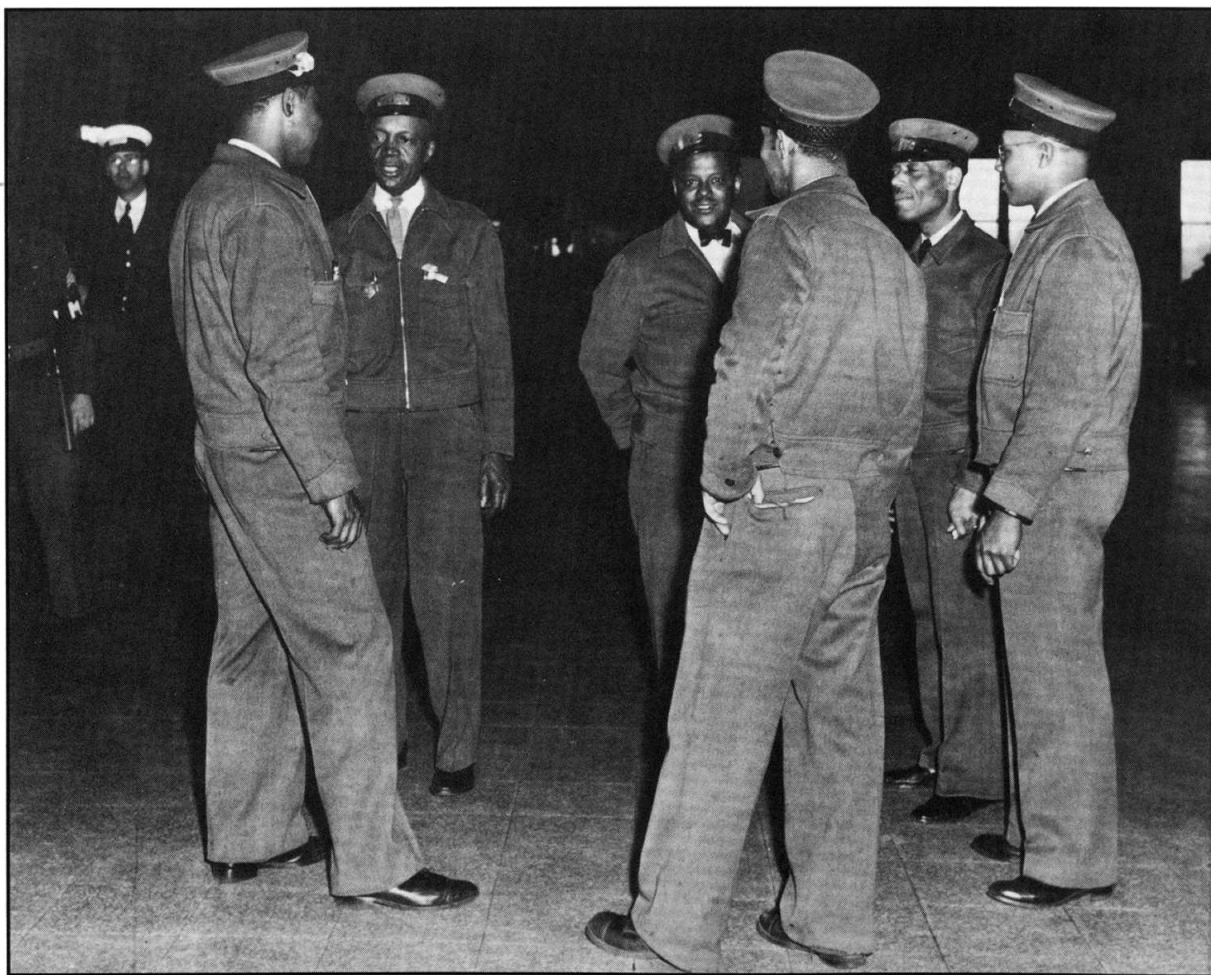
Comparing watches,
in the time-honored
tradition.



FT's in the short-
lived lightning stripe
scheme prepare to
leave for Chicago.



Hanging a marker lamp.

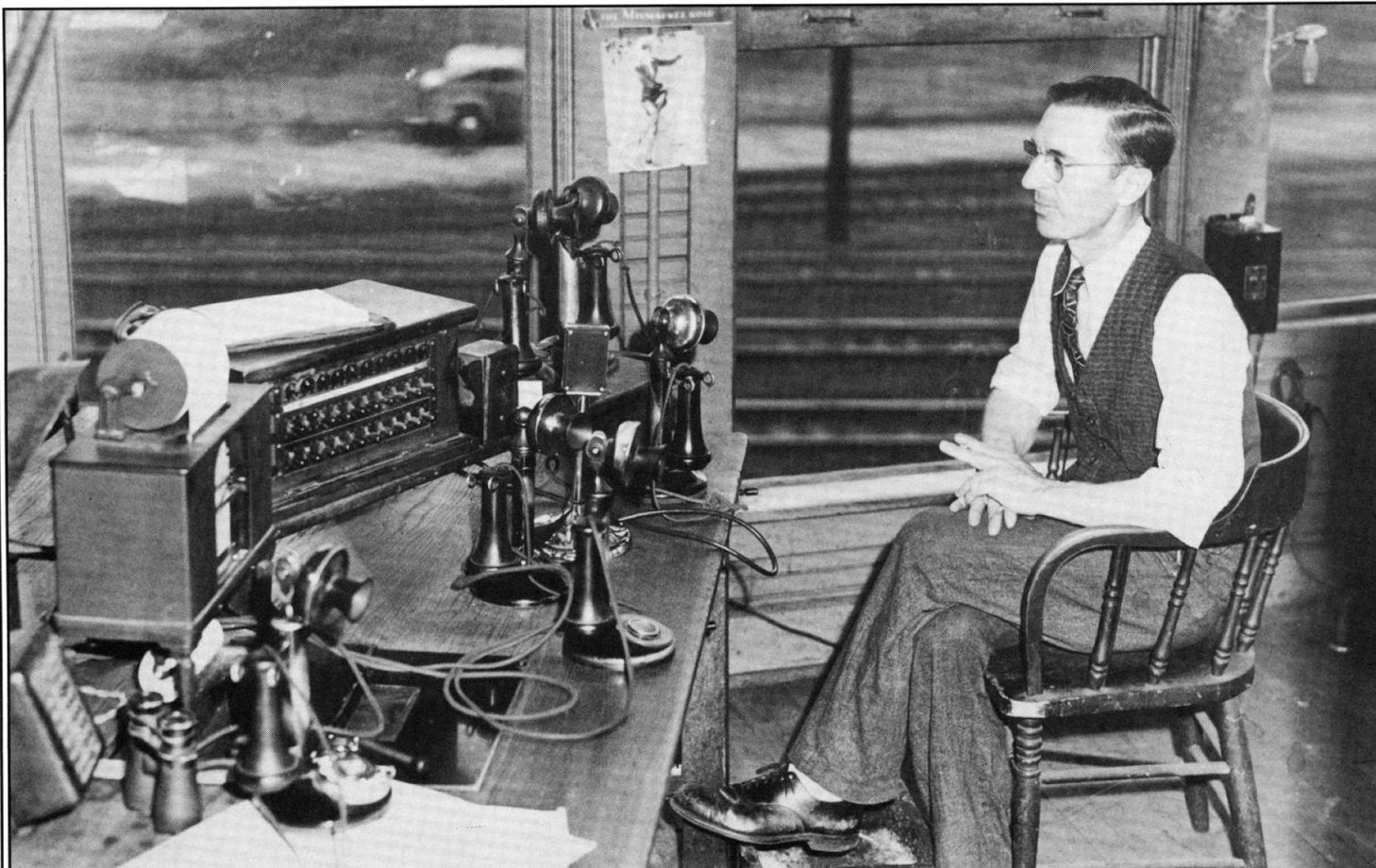


Redcaps gather between trains.

A hostler prepares to light off an engine by spraying oil into the firebox.

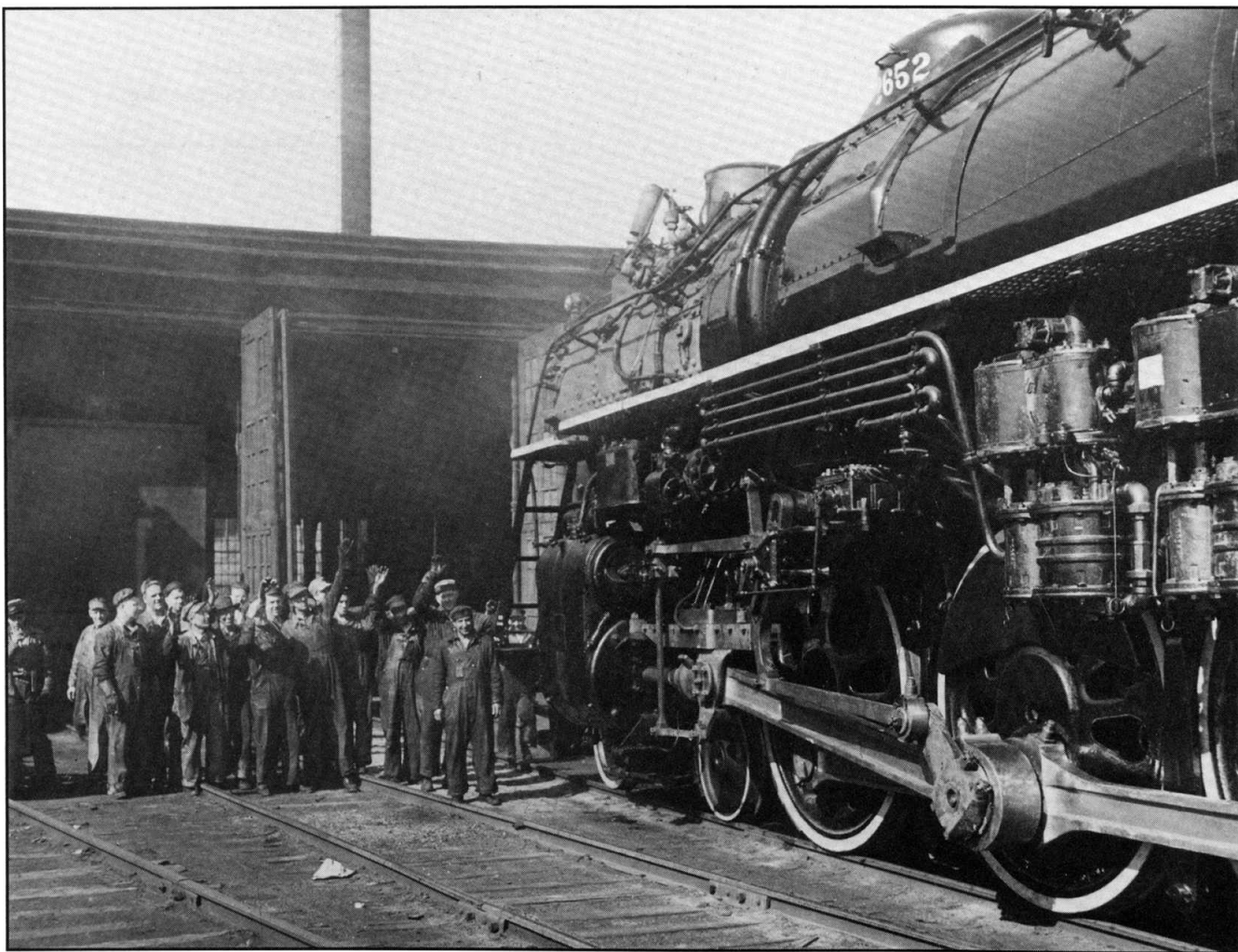


An operator in the East Depot Tower.





Returning to work.
The first poststrike locomotive leaves the Northern Pacific's Mississippi Street roundhouse.



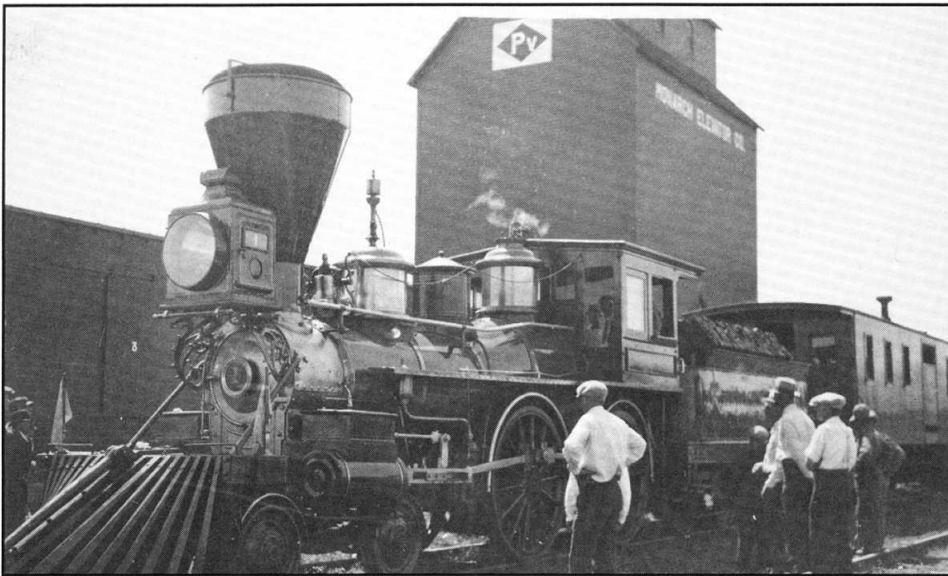


The original St. Paul Union Bus Depot was located on the small block bounded by 5th Street, St. Peter, 6th Street and Market, across from what is now the Landmark Center.

Above: In this 1934 view, two Twin City motor buses, including one for White Bear Beach, wait out front.

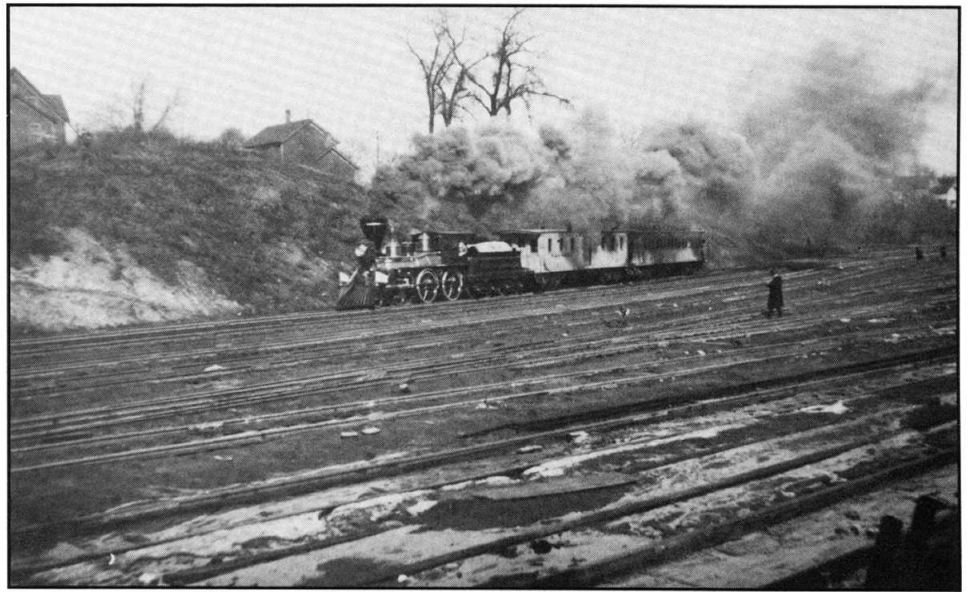
Below: By 1948, billboards cover the second story windows and a Greyhound prepares to depart for Pipestone. Minnesota Historical Society collection.



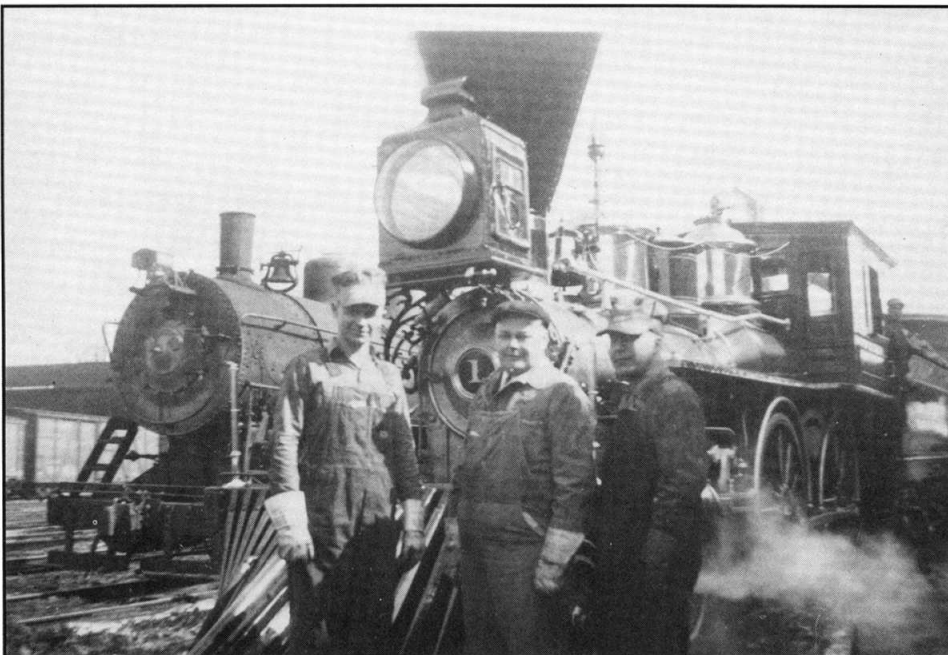


During the 1930's and '40's, the Great Northern used to steam up the William Crooks for special occasions.

This view dates from about 1935 on the branch from Moorhead to Crookston. Melva Ivers collection, courtesy of Mike Miller.



The caption says "leaving for the 1939 New York World's Fair", which seems strange, since the train is headed west past Jackson Street. MTM collection.

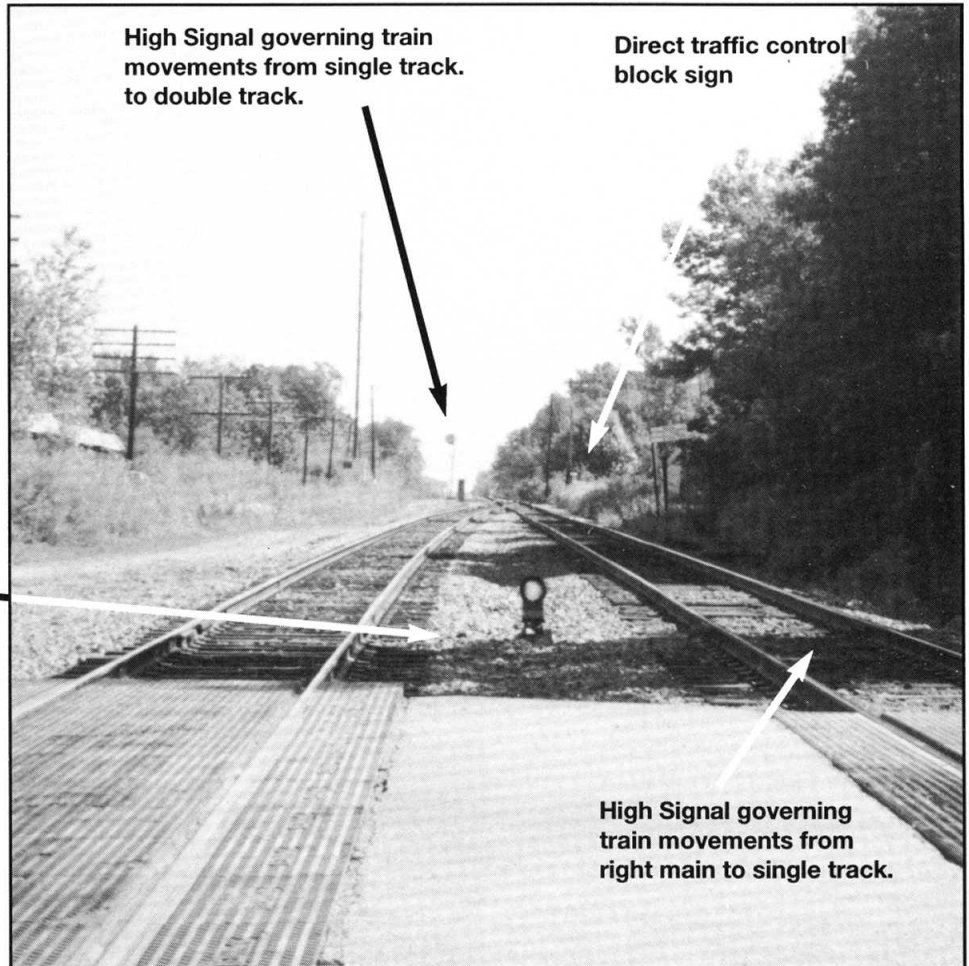


The crew poses with more modern power. MTM collection.

GEE—THIS IS MORE COMPLICATED THAN I THOUGHT

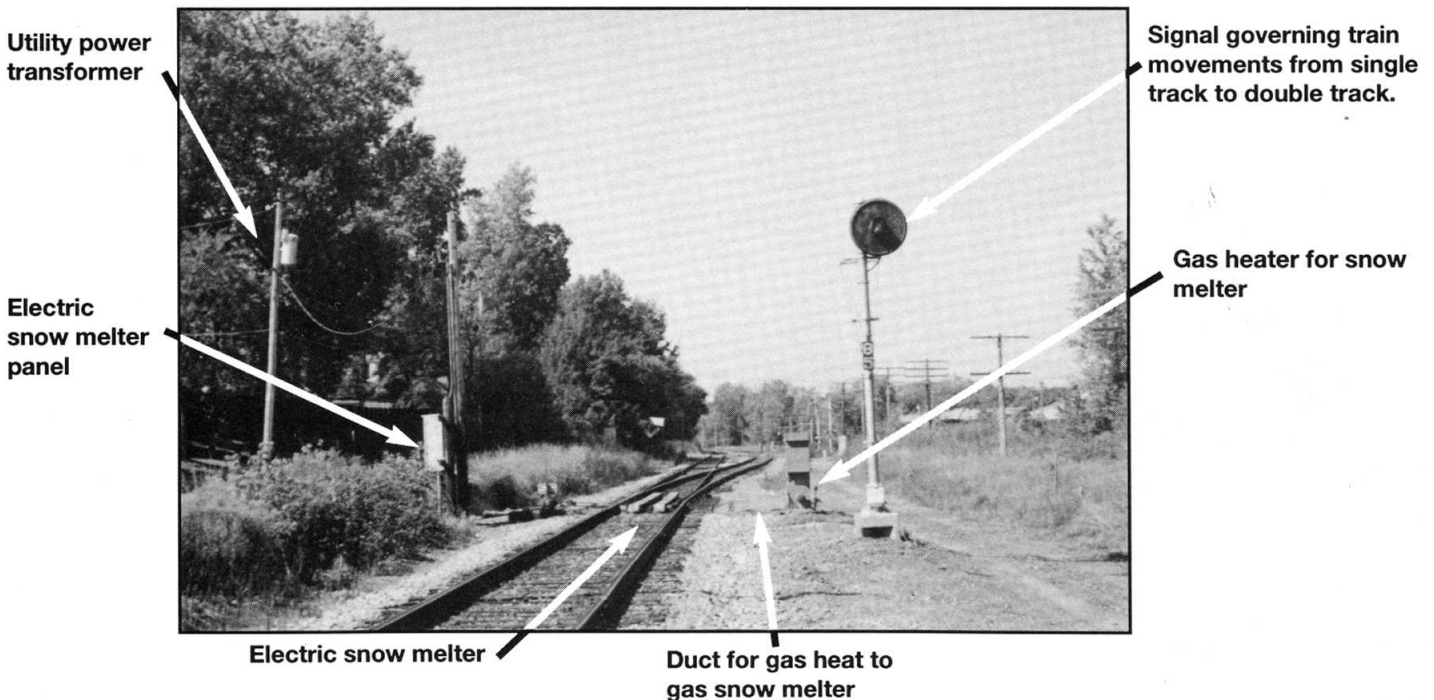
Bill Marshall is a retired railroad signal engineer. He would like to expose the rest of us to the finer points of his arcane profession, but hopefully without causing excessive pain or boredom. In this and future issues Bill will give it a try. Let us know what you think.

Hazel Park Junction is located on the east side of St. Paul where the remnant of the historic C&NW double track main line narrows to a single track. That's all that happens, yet look how much equipment and appliances it takes.

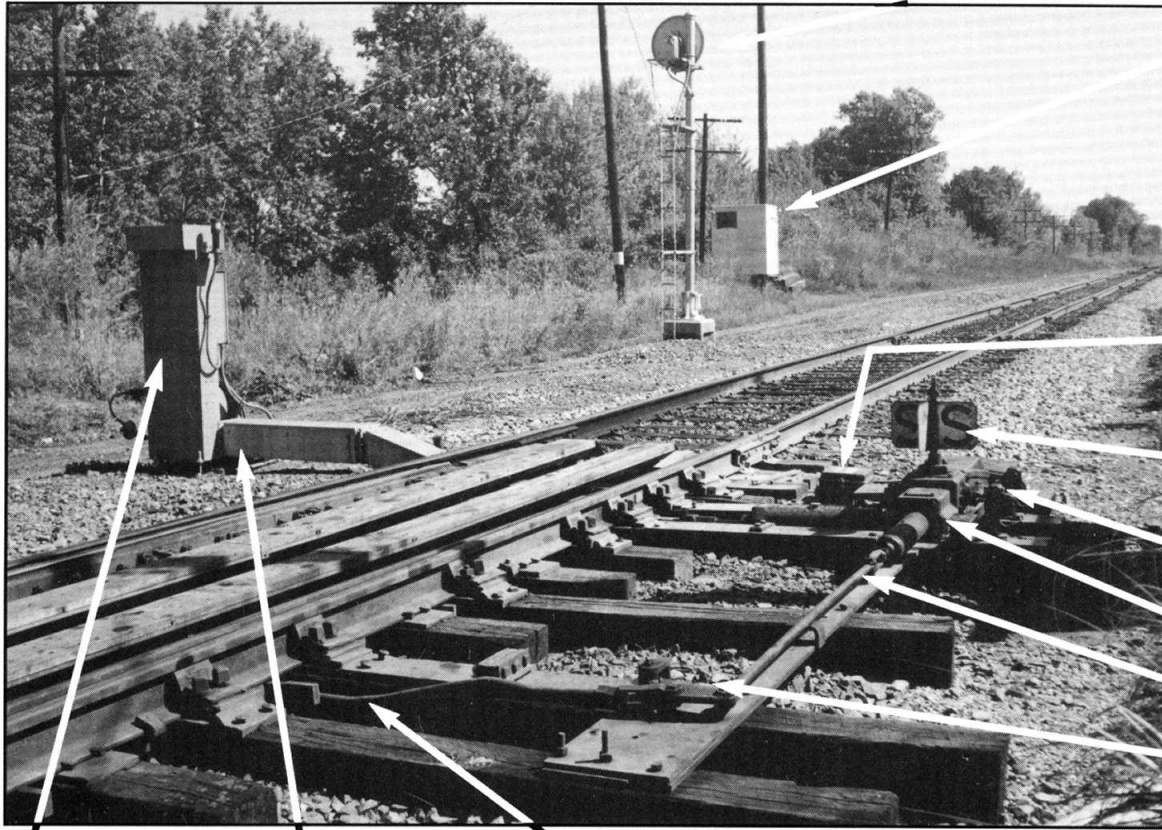


Common track and signal arrangements for trailing point movements at a powered or spring switch.

Track, signal and power for facing point movements.



Signal for trains entering double track



Radio equipment

Junction box for power to electric snow melters

Spring switch indicator target

Junction box for signal circuits

Hand throw lever

Locking bar

Direction change crank

Gas heater for snow melter

Duct for heat to gas snow melter

Lock/unlock rod connected to center of switch points

Lock rod

Locking Bar

Spring switch indicator target

Junction box for signal controls

Junction box for power to electric snow melters

Hand Throw lever

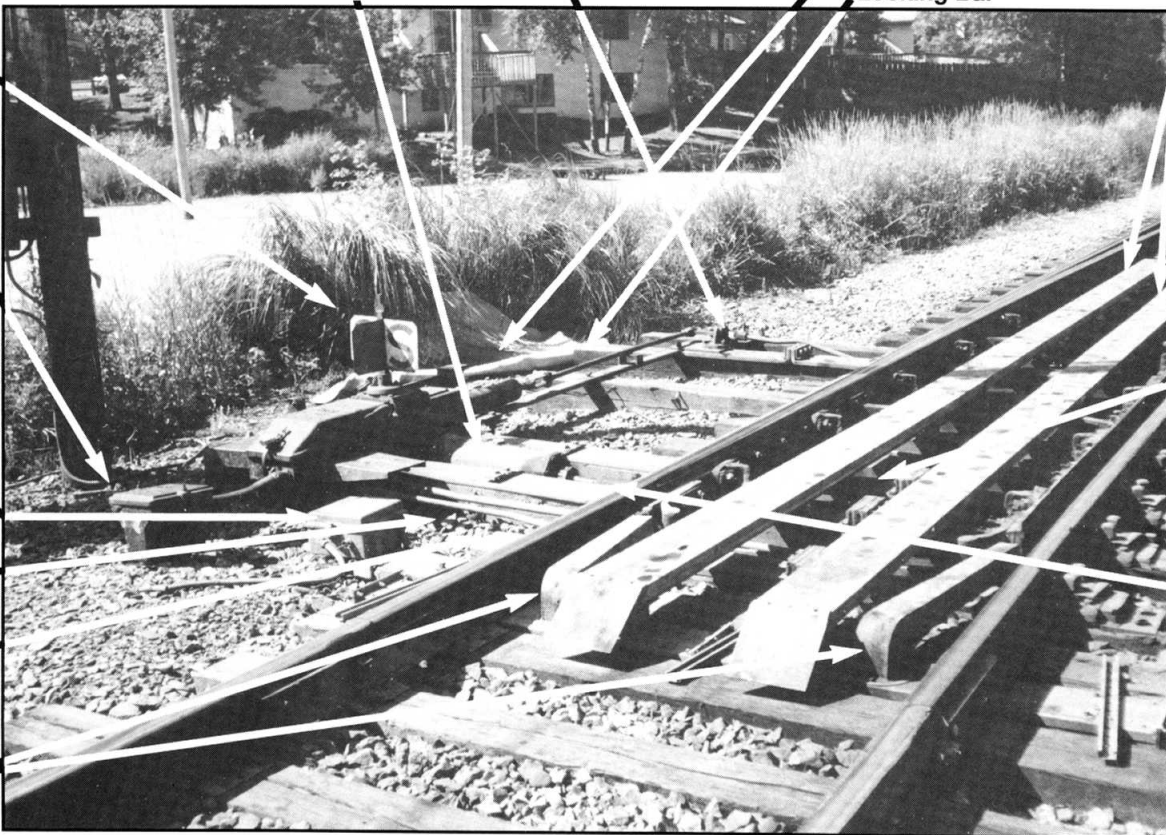
Point Detector rod

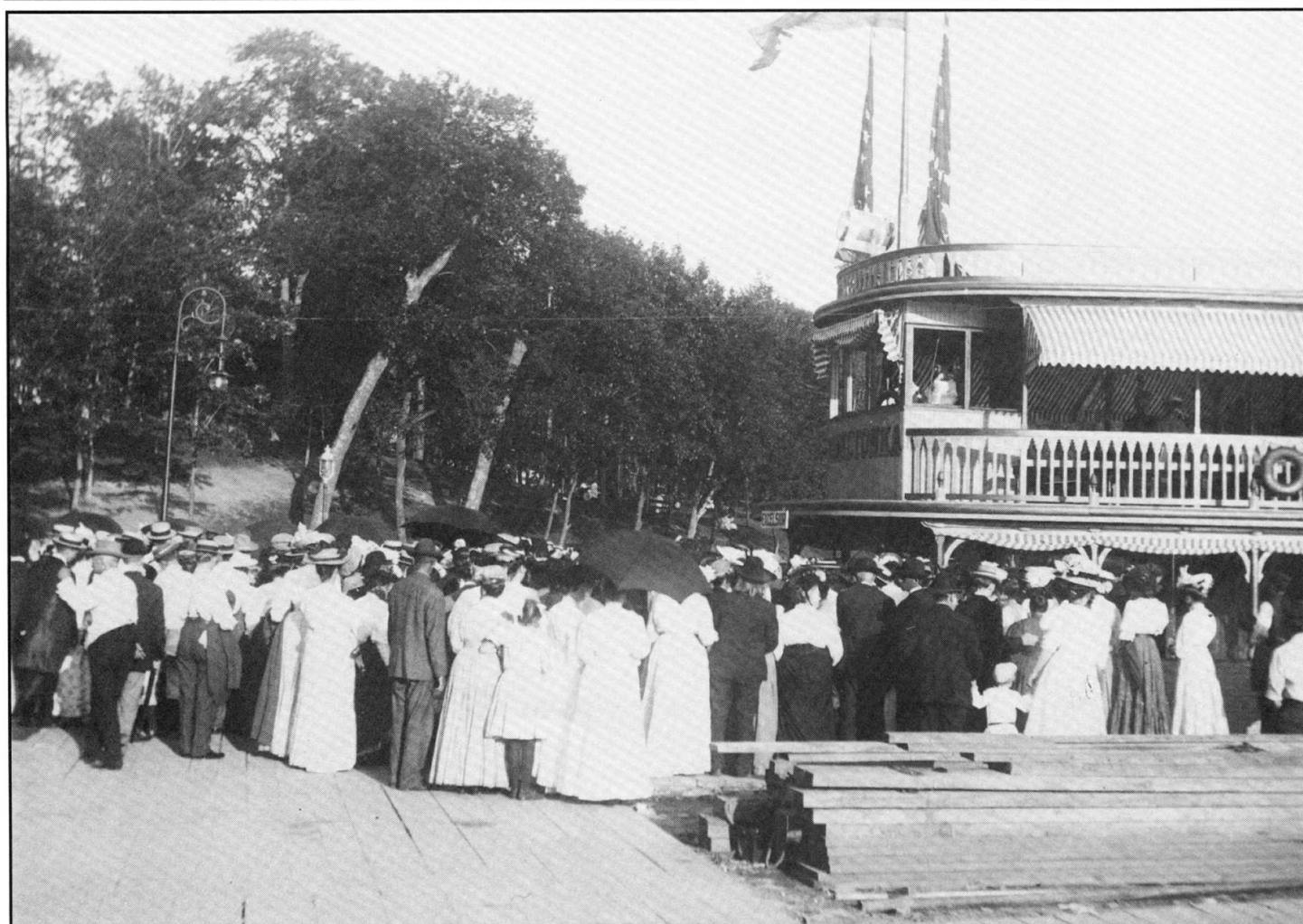
Gas heat ducts

Electric snow melter

3 insulated gauge plates

Throw rod



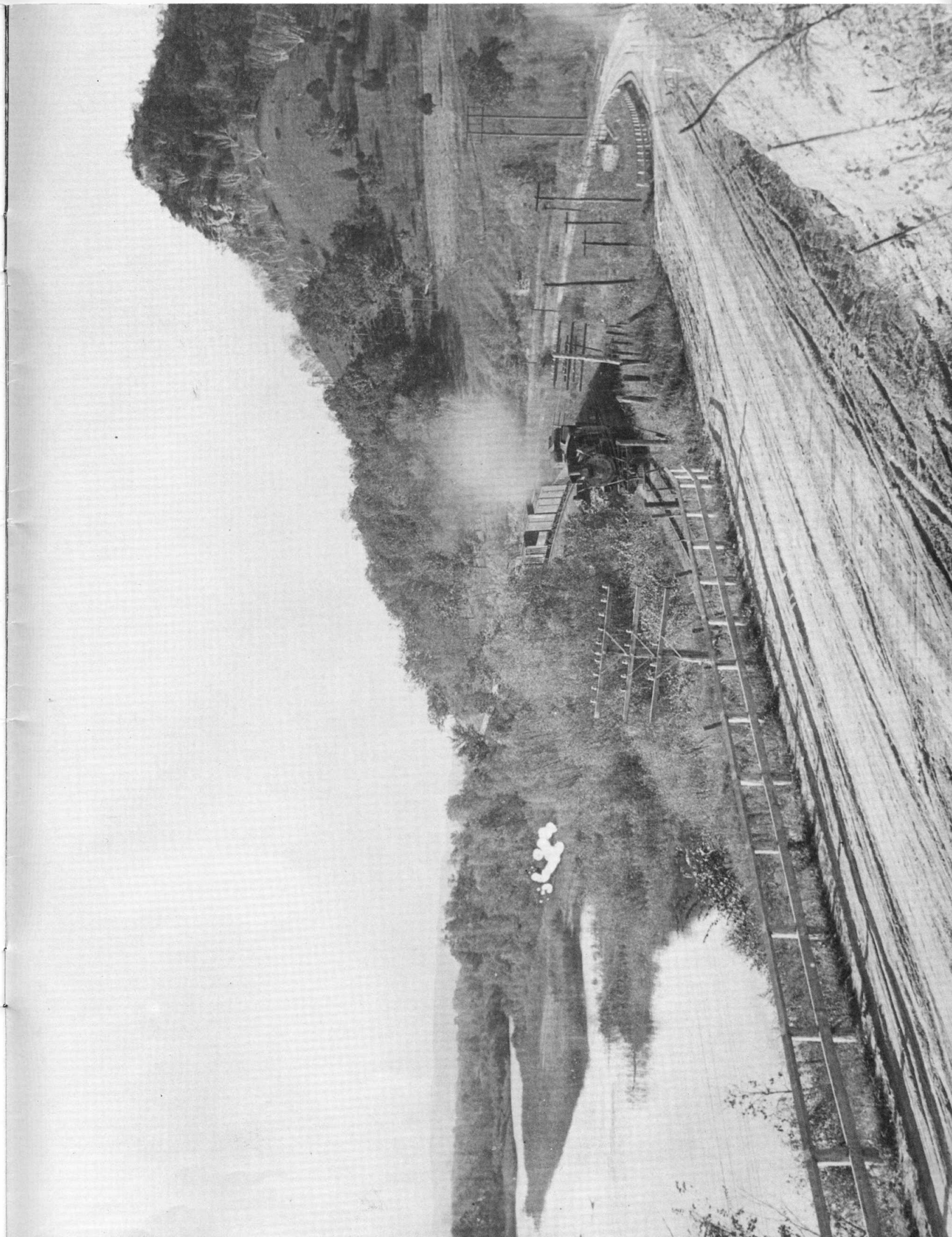


Top: The Excelsior and the Como at the Excelsior docks. Note the "Express for Wayzata" and "Express for Zumbra" signs, with clocks set for the departure times. Minnesota Historical Society collection

Bottom: The TCRT ferry Minnetonka takes on a crowd at Excelsior for the short trip to Big Island Park. Minneapolis Public Library collection.

Inside rear cover: A Burlington Route freight heads down the Wisconsin side of the Mississippi near fountain city. Note that the line is still single track. Minnesota Historical Society collection.

Rear cover: Much of the sweeping lawn in front of the state capitol used to be a rather dilapidated residential area. On April 4, 1949 a PCC drops downhill on Wabasha Street at 13th Street, past a TCRT track crew. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.







MINNESOTA STREETCAR MUSEUM

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